

The MOTOR OWNER



BRITISH EFFICIENCY

FOR performance the Vulcan O.H.V. "Twelve" rivals a large, expensive car, yet it possesses the advantages of low running costs, convenient size, easy driving and simplicity.

It is a car of imposing appearance. Observe the style and distinctiveness of the coachwork, the graceful lines and perfect balance found only in select British Cars.

4/5-seater Saloon with four wheel brakes. Price £475

4/5-seater Tourer with four wheel brakes. Price £375

Ask for illustrated brochure.

THE VULCAN MOTOR & ENGINEERING CO. (1906) LTD., SOUTHPORT
LONDON—118-122, GREAT PORTLAND STREET, LONDON, W.1

The

VULCAN
Twelve



FOR THE
UTMOST HORSE POWER

SHELL, Nature's mixture of petrol and benzol, ensures the highest horse power output your engine is capable of developing.

SHELL
The WELL-BALANCED Petrol

*Buy from the CERTIFIED Shell
Pumps or in the SEALED Red Cans.*

SHELL-MEX. LTD., G.P.O. BOX 148, SHELL CORNER, KINGSWAY

Telephone:
Regent 7500

Telegrams:
"Selaniet, Piccy, London"

HAMPTON & SONS

20, ST. JAMES' SQUARE, S.W.1

Branches
Wimbledon : 'Phone 80.
Hampstead : 'Phone 2727.

UNIQUE OPPORTUNITY.

WALTON HEATH GOLF COURSE.

A MODERN AND ARTISTIC RESIDENCE
adjoining the Club House.

1½ miles Station. 550 ft. up.

Containing nine bed and dressing rooms, three baths, lounge hall, three reception rooms; squash racquet court; billiard room, loggia, and offices; garage, chauffeur's rooms.

Central Heating. Electric light.

Very pretty gardens with en-tout-cas tennis court, in all about 2 ACRES.

PRICE £6,750 FREEHOLD.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

PRICE £3,250 FREEHOLD.

ON THE KENTISH COAST.

1½ mile from Station. Easy reach of several well-known Golf Links.

AN EXCEEDINGLY CHOICE and well-placed MARINE RESIDENCE
Between Dover and Walmer.

One of the healthiest spots on the Coast, nearly 200 ft. up. Glorious views over sea. Comprising three reception rooms, loggia, nine bed rooms, bath room, and usual offices.

Company's water and electric light.

Garage and stable available. Charming terraced grounds, quite inexpensive to maintain, of about ½ ACRE.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.



PRICE ONLY £8,000 FREEHOLD.

BUCKS.

ONE OF THE MOST DELIGHTFUL LITTLE PLACES AT PRESENT IN THE MARKET, with picturesque gardens, orchards, and parkland, in all over 26 ACRES.

2½ miles Station. Lovely position. 325 ft. up.

Beautiful View to South.

The old-fashioned Residence, with long carriage drive approach, contains 10 bed and dressing rooms, two bath rooms, two staircases, lounge hall, three charming reception rooms, complete offices, with servants' hall, and butler's bed room.

Central heating. Electric light. Telephone.

Garage, stable, farmery, lodge, and two cottages.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

KENT, between London and Sea.

Rural position. Southern exposure.

£2,200 WILL PURCHASE A CHARMING GEORGIAN RESIDENCE
Containing entrance and inner halls, 2 reception rooms, study, 8 bed and dressing rooms, bathroom, attics, usual offices.

Company's water and gas. Central heating.

Stabling and garage with flat over.

Beautiful pleasure grounds of nearly 2½ ACRES.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

FOR A QUICK SALE—PRICE £3,000 FREEHOLD.

SURREY.

On the Woldingham Heights.
750 ft. up. Healthy position. Sunny aspects. Open and rural surroundings.

ARTISTIC RESIDENCE

With carriage sweep, containing hall and sitting room, two reception rooms, seven bedrooms, bathroom, two staircases, cheerful offices.

Company's gas and water. Central heating.

Chauffeur's room. Garage.

Delightful garden and kitchen garden, with fruit wall, in all about 1½ ACRES.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

BUCKS.

£3,950 FOR A QUICK SALE.

AN INTERESTING ELIZABETHAN RESIDENCE

Oak Beams. Latticed Windows. Carved Oak work.

Containing: Ancient dining hall with musicians' gallery, three reception rooms, billiard room, two staircases, ten bedrooms, two baths, offices, with servants' hall.

Company's electric light and water. Telephone. Gravel soil.

Cottage. Garages. Farmery.

Beautiful gardens, meadows, etc., in all over

11½ ACRES.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

PRICE £2,100. FREEHOLD.

MIDDLESEX.

Six minutes from Station, and under a mile from the River.

A CHOICE OLD-FASHIONED RESIDENCE

containing four or five bed rooms, dressing room, bath room, drawing room, living room (25 ft. by 14 ft.), and compact offices.

Good repair. Company's electric light. Main drainage. Telephone.

Lovely little garden, including secluded lawn, herbaceous borders, rosery, crazy paving.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.



REDUCED PRICE £6,500 FREEHOLD.

KENT.

Hayes and Keston Commons (close to).

A PICTURESQUE RESIDENTIAL PROPERTY

In quiet position on gravel soil and Southern aspect. Carriage drive with entrance lodge.

The Modern House contains ten bedrooms, boudoir, four bath rooms, imposing hall, three reception rooms, billiard room, conservatory, complete domestic offices.

Replete with modern conveniences. Good repair.

Stabling, excellent garage and living rooms.

Delightful pleasure grounds and paddock, in all nearly

5½ ACRES.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

SUSSEX, NEAR BATTLE.

Western slope. Lovely views. Easy reach of Golf and Coast.

CHARMING COUNTRY RESIDENCE

Dining hall, three reception rooms, seven bed and dressing rooms, two baths, linen or work room, offices.

Company's water. Own electric light. Two floors.

Cottage. Garage. Engine House

Pleasure grounds and paddock, in all

2½ ACRES.

PRICE £3,200 FREEHOLD.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

OFFERS INVITED.

BETWEEN GODSTONE AND EAST GRINSTEAD.

230 ft. up, with pretty views.

FREEHOLD RESIDENTIAL PROPERTY

comprising substantially-built House, approached by a drive, and containing eight principal bed and dressing rooms, five servants' bedrooms, two baths, two staircases, vestibule halls, four reception rooms, billiard room, conservatory, offices.

Stabling. Garage, chauffeur's flat. Heated greenhouse etc.

Company's gas and water. Electric light. Central heating.

Well-wooded pleasure grounds and gardens, with gentle slope, over

4½ ACRES.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

ST. JAMES' ESTATE ROOMS

WILL YOU KINDLY MENTION *MOTOR OWNER* WHEN REPLYING TO ADVERTISERS

December, 1925

Telegrams: "Teamwork, Piccy,
London."
Telephones: Mayfair 2300 & 2301
Grosvenor 1838

NORFOLK & PRIOR

ESTATE SALES ROOM AND OFFICES:
20, BERKELEY STREET, PICCADILLY, W.1

Auctioneers and Surveyors,
Valuers,
Land and Estate Agents.

WORCESTERSHIRE

Standing high and commanding glorious views over the Vale of Evesham to the Malvern Hills; convenient for several good towns and villages. Two and a half hours from London.

2,000 ACRES OF ADDITIONAL SHOOTING CAN PROBABLY BE ARRANGED. HUNTING SIX DAYS A WEEK. SHOOTING. GOLF. FISHING.



ELEVATION, OVERLOOKING COURTYARD (FROM THE LAWNS)

AN HISTORICAL TUDOR MANOR HOUSE

In faultless order, containing innumerable features of interest, and seated in terraced gardens of world-wide renown. The accommodation includes Lounge Hall, Four Reception Rooms, Seventeen Bed and Dressing Rooms, two Bathrooms, splendid Offices.

CENTRAL HEATING. MAIN DRAINAGE. SPRING WATER.

Ancient oak panelling, carved oak and stone chimney pieces, beamed ceilings.

GARAGE. STABLING. TEN COTTAGES. THREE DAIRY AND STOCK FARMS.

WONDERFUL OLD GARDENS with ancient clipped yew hedges, avenues and topiary work, mellowed stone terraced undulating lawns, walled kitchen garden and glass, well timbered park, 270 acres of valuable woodland, affording some of the finest shooting in the country.

AVAILABLE WITH 10 OR UP TO 757 ACRES.



FRONT ELEVATION



DRAWING ROOM

FOR SALE BY PRIVATE TREATY.

Illustrated particulars from the Sole Agents, NORFOLK & PRIOR, 20, Berkeley Street, W.1.

Page 11

Telephones:
MAYFAIR
1289
1290

BATTAM & HEYWOOD

(M. F. YORKE, P.A.S.I. F. G. NEVILLE, F.A.I. O. A. J. WHITEMAN, P.A.S.I., F.A.I.)
20, DAVIES ST., BERKELEY SQUARE, LONDON, W.I

BRANCHES:
The Estate Offices,
EFFINGHAM.
The Town Hall,
BASINGSTOKE.



WEST SUSSEX

CLOSE TO SELSEY AND GOODWOOD.

A DELIGHTFUL OLD-FASHIONED COTTAGE

In perfect order and containing three reception rooms, five bed rooms, bath, etc.

Electric lighting and heating. Company's water. Separate hot water boiler.

GARAGE. THATCHED BARN.

CHARMING GARDENS, WITH TENNIS LAWN, NEARLY ONE ACRE.

A BARGAIN £1,800, or offer.

Inspected and recommended.

Agents: BATTAM AND HEYWOOD, 20, Davies Street, W.I.

SURREY

IN A BEAUTIFUL POSITION ONE MILE FROM STATION; 40 MINUTES
LONDON; AND CLOSE TO GOOD GOLF.

A UNIQUE AND PICTURESQUE RESIDENCE

Amidst delightful scenery, and containing hall, two reception rooms, four bedrooms, bath, etc.

Electric light and company's water. Garage with rooms over.

CHARMING GARDENS OF ONE ACRE.

PRICE £2,350 ONLY.

Agents: BATTAM AND HEYWOOD, 20, Davies Street, W.I.



NORTH DEVON

GOLF AT WESTWARD HO!

LOVELY VIEWS OVER THE SEA.

A CHARMING MODERN RESIDENCE

In a retired position facing South and well sheltered from the North.

Lounge, two reception rooms, seven bedrooms, bath, etc.

WELL-DISPOSED GARDENS with Shrubbery, Lawn, Kitchen and Fruit Garden and paddock, in all about ONE AND A HALF ACRES.

PRICE £2,750 FREEHOLD.

Owner's Agents: BATTAM AND HEYWOOD, 20, Davies Street, W.I.

BERKSHIRE

CLOSE TO GOLF LINKS. FOUR AND A HALF MILES FROM READING.

A REPLICA OF A GEORGIAN MANOR HOUSE

in a rural position on rising ground, with south aspect and gravel soil and commanding good views.

Superbly appointed and beautifully decorated, choice fireplaces, polished oak floors, mahogany doors, electric light, central heating, etc.

Twelve bedrooms, four bathrooms, three reception rooms, loggia, hall and domestic offices.

STABLING

GARAGE.

TWO COTTAGES.

SINGULARLY CHARMING GARDENS,
nicely timbered and tastefully disposed, hard tennis court.

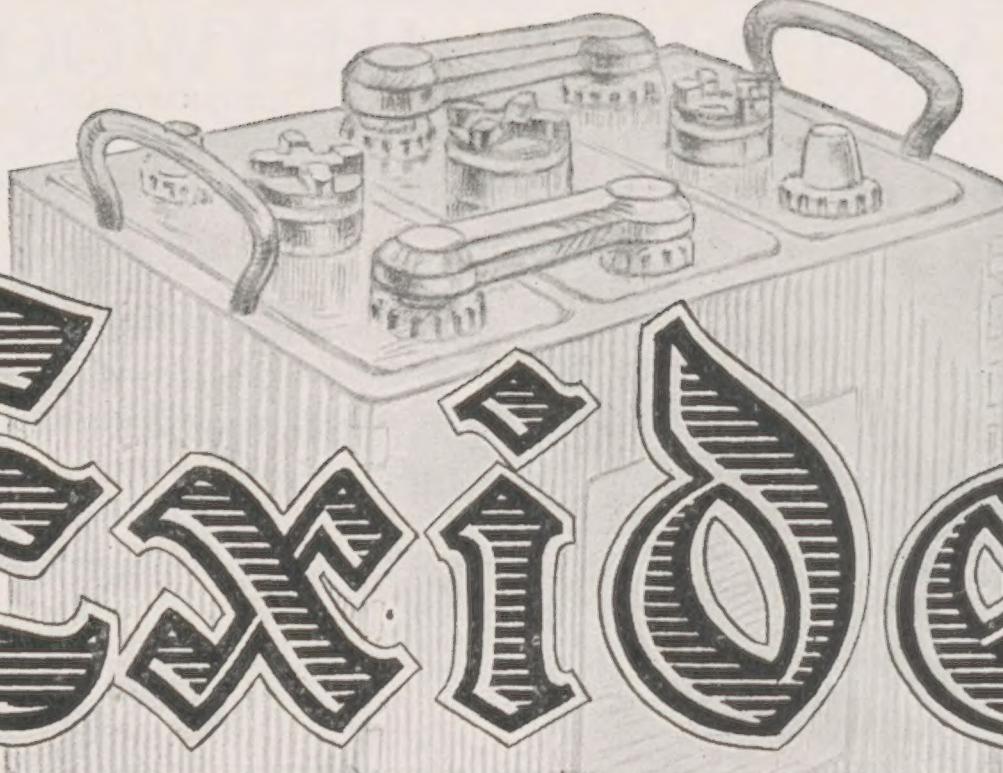
TWELVE AND A HALF ACRES.

For sale at a moderate price.

Sole Agents,
BATTAM AND HEYWOOD, 20, Davies Street, W.I.



Head Offices: 20, DAVIES ST., BERKELEY SQUARE, LONDON, W.I



Exide EXCELLENCE

Groups

Plates are autogenously
burned to equalizer bars.

Massive pillars ensure
minimum resistance to
heavy starting current.

Exide
The Long-Life Battery
Obtainable from Traders Everywhere.

No. 3 of a series of advertisements by The Chloride Electrical Storage Co., Ltd.

December, 1925 WILL YOU KINDLY MENTION *The
MOTOR OWNER* WHEN REPLYING TO ADVERTISERS

The Royal Automobile Club has awarded the 14/45 h.p. Rover

*1926 will be a
ROVER year!*



Sturdy as an old sea-rover

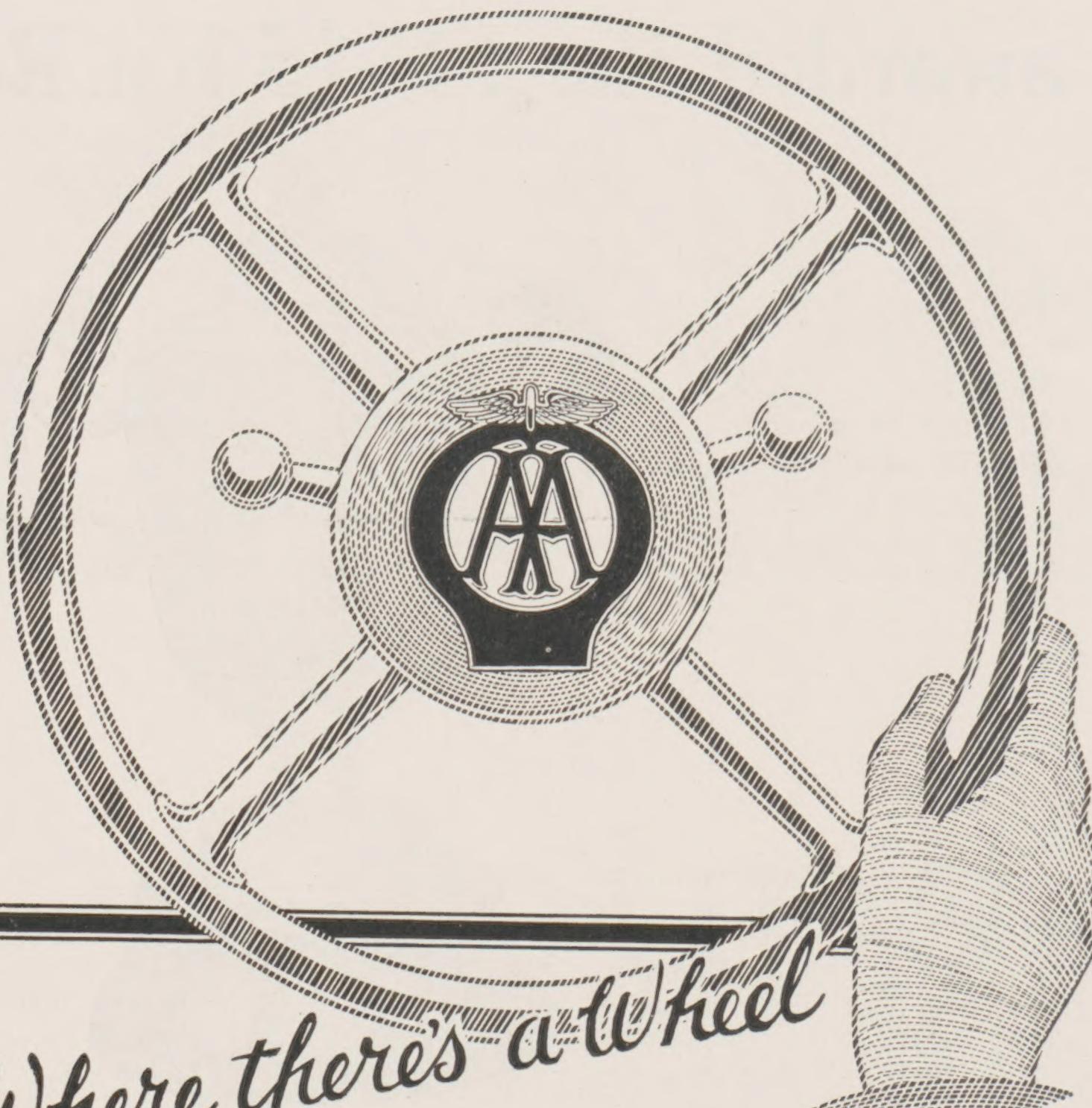
The DEWAR Trophy

for making the most meritorious test conducted by the R.A.C. during the past twelve months. We will gladly send full particulars, and will demonstrate the remarkable merits of the 14/45 h.p. Rover to you on the road with pleasure. Write to-day - - - - - Prices from £550

ROVER

THE ROVER COMPANY, LTD., 61, New Bond Street, W.1. and COVENTRY.

ROVER SET THE FASHION TO THE WORLD



Where there's a wheel
there's a way —

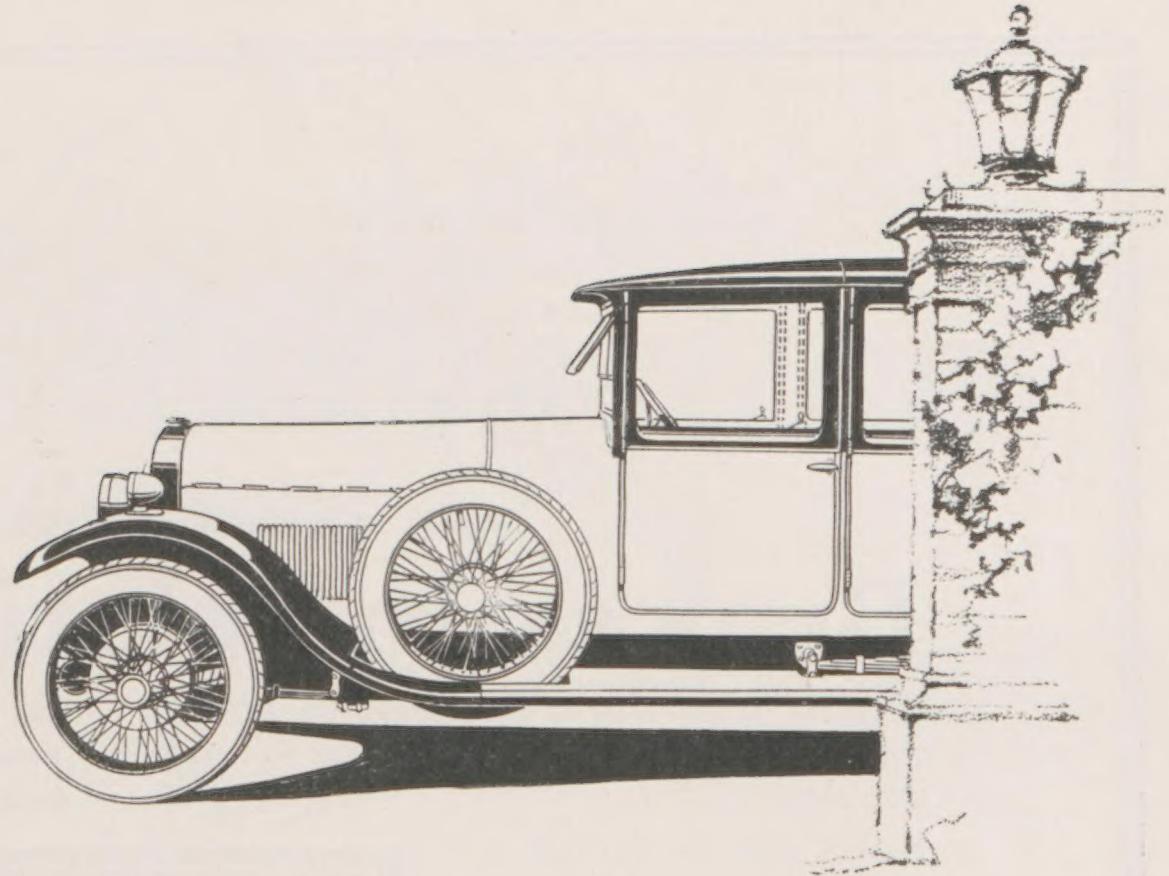
*to enjoy the pleasures
of motoring in full.*

BY joining the A.A. you can command Road Service of the highest order, including day and night road service outfits in addition to Free Legal Defence and Advice; Home and Foreign Touring assistance; Expert Engineering Advice, etc., etc.

Is it nothing to you that A.A. membership now exceeds 250,000?

If you are not a member write for booklet "Always Ahead" obtained from the Secretary, The Automobile Association, 16, Fanum House, New Coventry Street, London, W.1

Here is Britain's
Motor Masterpiece!



HERE is the answer to the eternal query: "Which is the best car I can buy?" In the 20/60 h.p. six-cylinder Sunbeam you have the ideal engine and chassis, combined with perfect coachwork.

An engine big enough to tackle any road, with any load, yet economical to run. A chassis strong enough to withstand years of hard work, but not unduly cumbersome. Equipment complete and thoroughly efficient, coachwork of exceptional finish, luxurious comfort, and with a subtle combination of town dignity and touring lines.

Such a supreme example of automobile excellence cannot be valued in mere pounds and shillings. Its value—to an owner who can appreciate the superlative—is immeasurable, yet the manufacturers of Sunbeam Cars, out of their 26 years of experience, can produce this masterpiece and offer it at £950 for the 5-seater Open Touring Model, or £1,250 complete for the Enclosed Limousine.

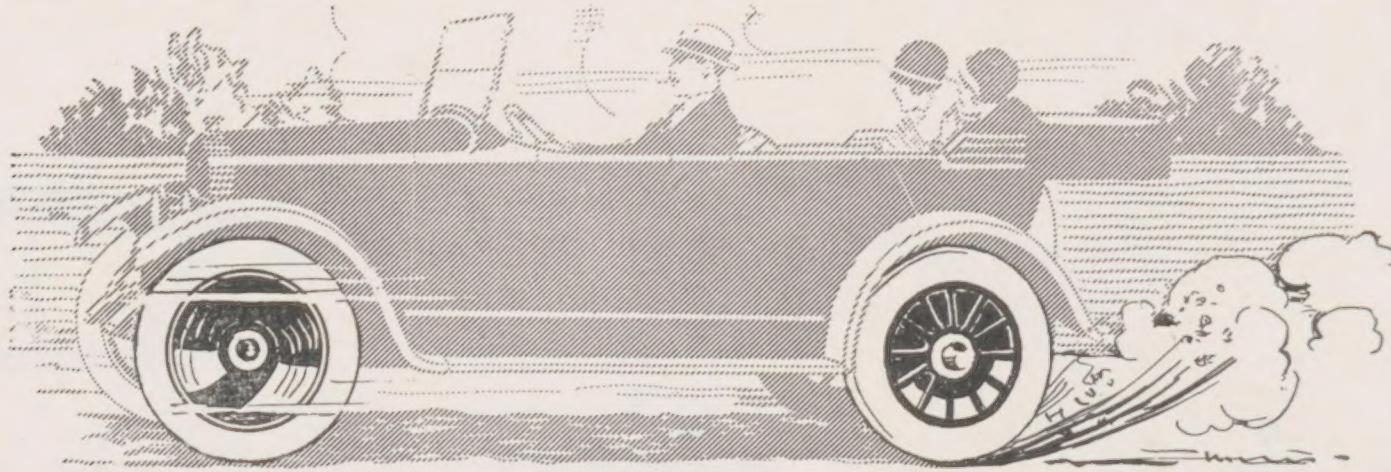
Don't rest content until you own a Sunbeam!

The Supreme
SUNBEAM

MODELS AND PRICES:

14/40 h.p. Four-Cylinder Chassis, £495; Touring Car, £625; 20/60 h.p. Six-Cylinder Chassis, £795; Touring Car, £950; Three-Litre Six-Cylinder Chassis, £950; Four-Seater Car, £1,125; 30/90 h.p. Eight-Cylinder Chassis (short wheel base), £1,050; long wheel base chassis, £1,250; with Limousine or Landaulette body, £1,850.

THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON
London Showrooms & Export Dept. - - - - - 12 PRINCES ST., HANOVER SQUARE, W.1
Manchester Showrooms - - - - - 106 DEANSGATE



Brakes in relation to tyres!

A great percentage of the wear on tyres is the result of brakes that bring the car to a stop in a series of skids.

Brakes that do this are not acting correctly—they are "braking" the car at the expense of the tyres.

For smooth, silent action fit

Ferodo Friction Linings, they will speedily bring your car to a dead stop without a skid—incidentally making stops on a greasy surface much safer.

FERODO
REGISTERED
FRICITION LININGS

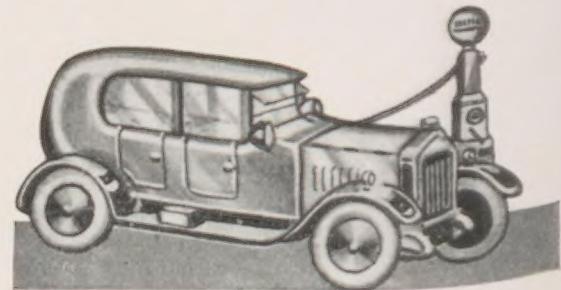
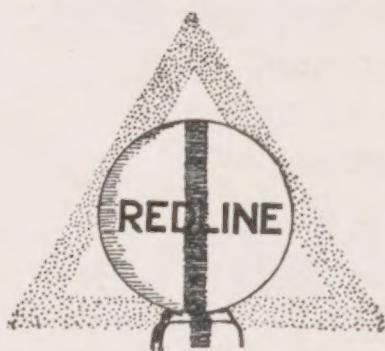
The life of Ferodo Friction Linings is about three times that of others, and their efficiency can be relied on to the end.

"The linings that make motoring SAFE"

FERODO LTD.

Depots and Agencies: London, Birmingham, Manchester, Leeds, Liverpool, Bristol, Burslem, Belfast, Coventry, Newcastle, Glasgow, Carlisle and Brighton

Chapel-en-le-Frith



REDLINE

THE

RIGHTLINE



THE REDLINE MOTOR SPIRIT COMPANY, LIMITED
WATERLOO HOUSE, 16 CHARLES STREET, HAYMARKET, LONDON, S.W.1

Tel. Regent 2134

OBtainable from all principal garages



Tel. Regent 2134



satisfaction



It is not necessary to be a mechanic to discover for yourself the cause of most engine upkeep expenses. There are many owner-drivers who are always "lucky" with their engines, although they are not themselves expert mechanicians. Ask one of these "lucky" owners why he has so little trouble. He will tell you that lubrication is the secret.

Keeping every working surface continually protected by a non-gumming oil film is the only source of "good luck" in motor-car operation. Faulty lubrication of purely mineral oils puts motor engines prematurely on the scrap heap. Huile de Luxe is a scientific blend of fatty oils and hydrocarbons that cuts friction to the irreducible minimum.



PRICE'S PATENT CANDLE CO. LTD.
BATTERSEA, LONDON, S.W. 11

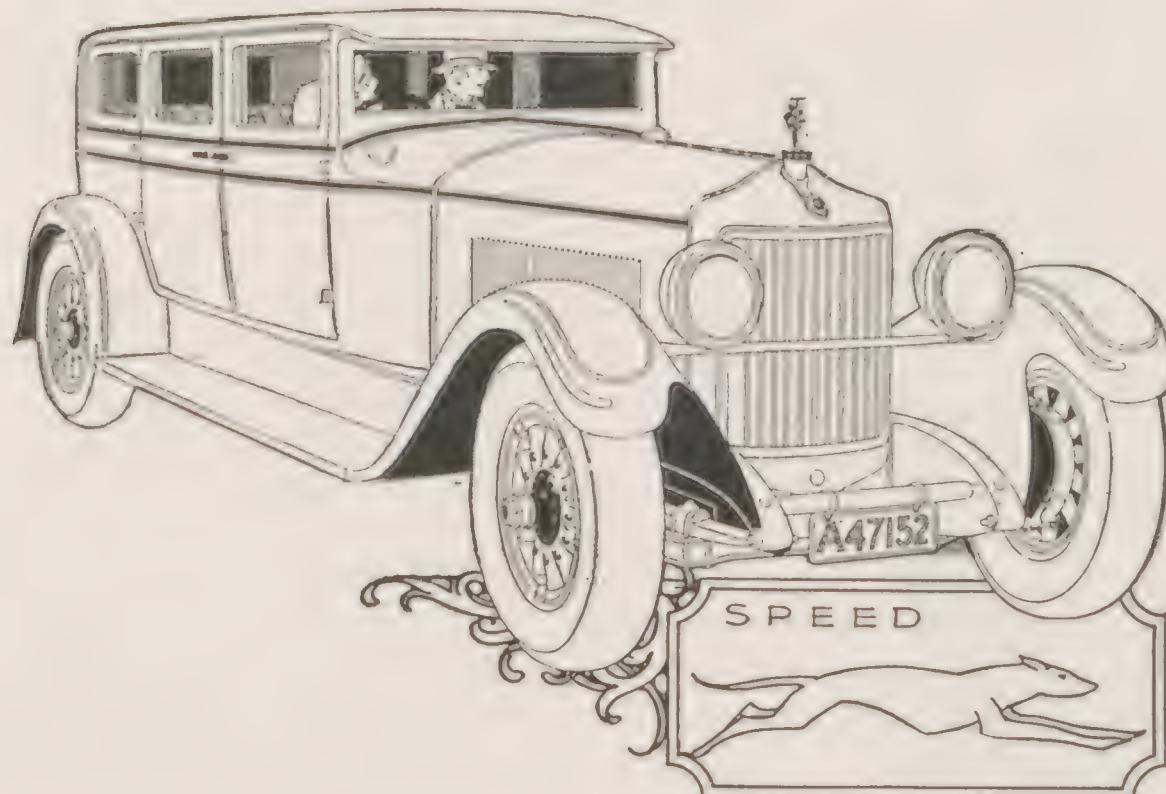
HUILE de Luxe

Prepared in three Grades
ZERO - WINTER - SUMMER

The World's Wonder Car- "8" DIANA

CYLINDERS
IN
LINE

BUILT BY MOON



Built to lead in power, speed, ease of handling, comfort, economic upkeep—the new DIANA STRAIGHT EIGHT makes its débüt as the outstanding engineering triumph of the entire motor industry. The DIANA Eight is not a copy of anything, not an adaptation, not a compromise. It is right out of the beaten track, different in conception, different in design, different in engineering. It develops 73-horse power, with pliant flexibility, varying from 2 to 75 miles an hour. Acceleration 5 to 25 miles an hour in 6½ seconds. A wonderful invention, the Lanchester Dampener, stops vibration and adds satin-smoothness to the power. Then with four-wheel hydraulic brakes, full size balloon tyres and transmission lock, the DIANA is the easiest Steering Car in the world.

ROADSTER £675.

TOURER £675.

SEDAN DE LUXE £775.

SEND FOR CATALOGUE TO-DAY

London Distributors :

SMITH & HUNTER,
92, GT. PORTLAND STREET, W.1.

TELEGRAMS

PHONE

NORTH 360

NORWESMOT

British Concessionaires :

NORTH WESTERN MOTORS LTD.,
NORTON STREET, LIVERPOOL.

MANUFACTURED BY THE MOON MOTOR CAR COMPANY for the
DIANA MOTOR COMPANY.

ENGLEBERT

MAGAZINE

is the
leading Belgian Sporting Review

Its certified
circulation is 50,000 copies

The announcements in the
ENGLEBERT MAGAZINE

are consulted because
they are attractive.

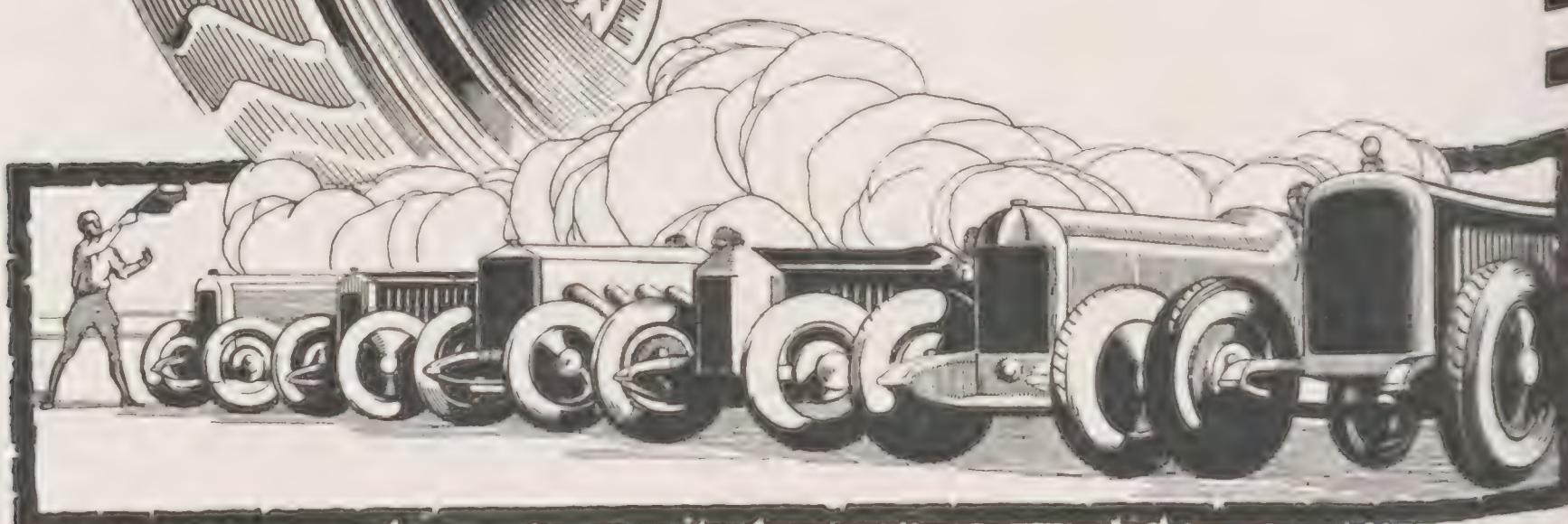
Apply for free specimen
and full particulars at

ENGLEBERT MAGAZINE
16-18 RUE AUGUSTE HOCK, LIÈGE, BELGIQUE

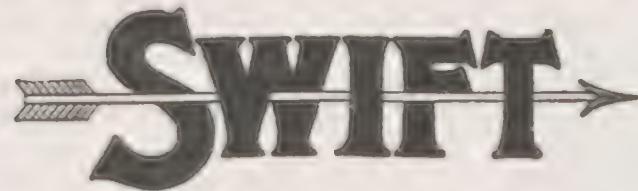
Published by

ENGLEBERT TYRES LTD.

162 Great Portland Street
LONDON, W.1



ABOUT THE NEW 10 h.p.



HERE are some points of the new 10 h.p. Swift, which put it in an exclusive section of the light car class. First and foremost, Reliability—established and proved over a series of trials covering a period of more than 20 years. Then, advanced design. Unit engine and gear box, with right hand change; four wheel braking; aluminium pistons; steel artillery wheels; reinforced balloon tyres; greatly improved carriage-work; sliding front seats; sloping screen. Swift cars, one and all, are supported by an ungrudging service which is intolerant of any Swift car being "out of commission." There is no speculation about the 10 h.p. Swift—it is a sound investment which never fails to pay a dividend in trouble-free motoring.

MODELS AND PRICES

10 h.p. 2-3 seater	...	...	£235
10 h.p. 4 seater	...	...	£235
10 h.p. "Quinton" Saloon	...	...	£285
12-35 h.p. 2-3 seater	...	...	£375
12-35 h.p. 5 seater	...	...	£375
12-35 h.p. "Cheylesmore" Saloon	...	...	£475

Manufacturers :

SWIFT OF COVENTRY LIMITED, COVENTRY.

London Showrooms, Repair and Service Depot:
134-5, LONG ACRE, W.C.2
(One minute from Leicester Square Tube Station)



The 10 h.p. "Quinton" Saloon, £285

To South Africa

Weekly Mail Service
from SOUTHAMPTON via MADEIRA
Fortnightly
from LONDON via CANARY ISLANDS
REGULAR SERVICE to EAST AFRICA

Special Xmas and New Year
TOURS to SOUTH AFRICA
AT REDUCED RETURN FARES

by Mail Steamers leaving Southampton :—

DECEMBER 11, 1925 and
JANUARY 15, 1926

UNION-CASTLE LINE
HEAD OFFICE: 3, FENCHURCH STREET, LONDON, E.C.3
West End Agency: 125, PALL MALL, S.W.1



Goodwill Towards Men.

It is wonderful how much can be expressed by the well chosen gift of Craven Tobacco. Most men know Craven—how it inspired Sir James Barrie to write that immortal masterpiece "My Lady Nicotine," how the good old-fashioned natural

way of maturing and curing has lived to this day—unchanged—never surpassed—not even approached by modern processes. Buy him Craven and tenderly and surely express your goodwill this Christmas.

It is a Tobacco to Live For
SIR JAMES BARRIE IN
MY LADY NICOTINE

Craven



The
"MOTOR OWNER"
MASCOT

THESE mascots are vastly different from the ordinary ones of everyday commerce; they are superbly modelled from life, as witness our photograph of the model upon which this exquisite mascot was designed, while the skilful workmanship which has been embodied in the finished product is very marked. THE MOTOR OWNER Mascots, as a matter of fact, have been pronounced by experts as works of art. They can be obtained in two sizes from any authorised agent, or direct from THE MOTOR OWNER Offices, at the following prices: 7" model, £2 10s.; 5½" model, £1 10s.

AGENTS' ENQUIRIES ARE SOLICITED



THE "MOTOR OWNER" PLAYING CARDS

LIKE THE MOTOR OWNER Mascot, THE MOTOR OWNER Playing Cards are something above the commonplace, and here again we offer a product which is a work of art. Of the very best quality, clearly printed, gilt edged, and

handsomely finished with the above beautiful picture on the back, these cards, which have been made specially for THE MOTOR OWNER by Chas. Goodall & Sons, can be obtained from THE MOTOR OWNER for 2/9 per pack, post free.

THE MOTOR OWNER PUBLISHING CO.,
10, HENRIETTA STREET, LONDON, W.C.2

TELEPHONE:
GERRARD
2377

TELEGRAMS:
"PERIPUBCO"
RAND, LONDON

P. & O.

BRITISH INDIA
New Zealand and Associated Lines.

MAIL, FREIGHT AND PASSENGER SERVICES.

P. & O. and B.I. Tickets interchangeable, also Tickets of P. & O. Orient and New Zealand Shipping and Union Companies. All sailings subject to change, with or without notice.

1.—London and Marseilles to Bombay, Karachi and Persian Gulf.
2.—London to Colombo, Madras and Calcutta.
3.—London and Marseilles to Ceylon, China, Japan and Australia.
4.—London and Marseilles to Port Sudan, East and South Africa.
5.—London to Queensland.
6.—London (cargo) and Southampton (passengers) to New Zealand and (by transhipment, passengers only) Australia via Panama Canal.
7.—United Kingdom (by any Atlantic line) via Vancouver or San Francisco to New Zealand, Australia, and the South Sea Islands.
8.—London (one class only, third class rates) to Australia via Cape of Good Hope.

ADDRESS:
Nos. 1, 2, 3, 4 and 5—For Passage, P. & O. House (Manager, F. H. Grosvenor), 14-16 Cockspur Street, S.W.1; Freight or General Business, P. & O. & B.I. Offices, 122 Leadenhall St., E.C.3.
No. 6.—J. B. Westray & Co. Ltd, 138 Leadenhall Street, London, E.C.3, or P. & O. House (first floor—General Passenger Agent, W. L. James), 14 Cockspur Street, London, S.W.1.
No. 7.—Union S.S. Co. of New Zealand Ltd, P. & O. House (first floor—General Passenger Agent, W. L. James), 14 Cockspur Street, London, S.W.1, and, for Vancouver Service, any office of the Canadian Pacific Railway.
No. 8—P. & O. Service, Australia via Cape, 32 Lime Street, E.C.3, or P. & O. House, as above.

B.I. Agents— Gray, Daws & Co., 122 Leadenhall Street, London, E.C.3.

P. & O. ROUND THE WORLD TOURS
Illustrations and Applications on Application as below.

P. & O. CHIEF PASSENGER OFFICE (F. H. Grosvenor, Manager)
P. & O. HOUSE, 14 COCKSPUR STREET, LONDON, S.W.1

THE ROYAL MAIL LINE
WINTER CRUISES
TO
The MEDITERRANEAN
BY
R.M.S.P. "ARCADIAN"
From Southampton

CRUISE No. 1. 22nd JANUARY, 1926.
42 Days. Fare from 70 guineas.
FROM AND TO MONACO.

26 Days. Fare from 48 guineas.
9th MARCH, 1926.

27 Days. Fare from 48 guineas.
7th APRIL, 1926.

30 Days. Fare from 53 guineas.
10th MAY, 1926.

18 Days. Fare from 32 guineas.

BY
R.M.S.P. "ORBITA"
From Southampton

CRUISE A. 30th JANUARY, 1926.
23 Days. Fare from 40 guineas.

CRUISE B. 26th FEBRUARY, 1926.
24 Days. Fare from 42 guineas.

CRUISE C. 26th MARCH, 1926.
26 Days. Fare from 45 guineas.

For full particulars apply:
LONDON { Atlantic House, Moorgate, E.C.2
{ America House, Cockspur St., S.W.1

Mellow!

Containing the finest Whiskies distilled, mellowed by time, the richness of the

"DOCTORS' SPECIAL"

gives a warm glow to the hearts of both host and guest, and is known the world over by judges to be

The
SCOTCH
WHISKY
ARISTOCRAT





Yes, it's as good as it looks

SOME Cars look good, some look downright ugly, but it's not sufficient for a Car to *look* good.

You *know* that with the Bean the superior appearance is supported by the best engine modern engineers can produce, a Chassis that was designed for "Safety First" Front Wheel Brakes, and to withstand really hard wear, and bodywork built for real comfort. That's one of the secrets of the success of the Bean

—and it is a Good-looking Car.



The *Bean* Range

The "Twelve"

Two-Seater	- £298
Four-Seater	- £298
Saloon	- - £375

The "Fourteen"

Three-Seater	- £395
Five-Seater	- £395
Saloon	- - £450
Landaulette	- £575
Saloon de Luxe	£585

Dunlop Tyres Standard.

A. HARPER SONS & BEAN LTD.
DUDLEY - - - WORCESTERSHIRE

London: 11a Regent Street, S.W.1
Phone: Gerrard 7672-3. Wires: "Salobean, Piccy, London."

Manchester: Wood Street,
Off Deansgate
Phone: Central 1016. Wires: "Trabeapo, Manchester."

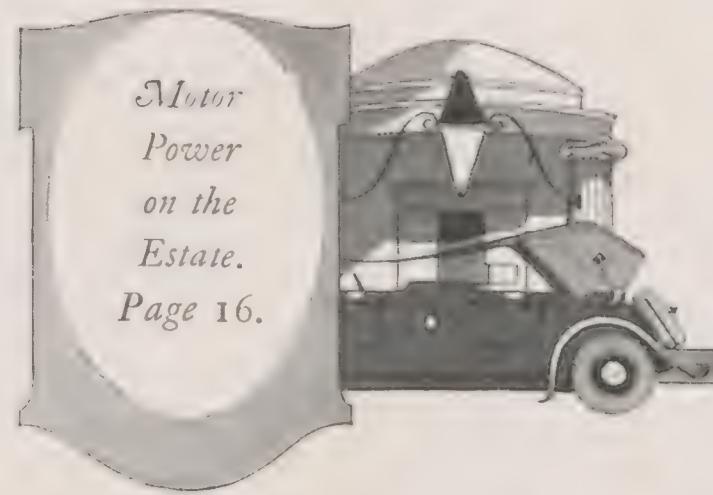
Bean

"The Milestones Know"

THE MOTOR OWNER

Managing Editor:

EDGAR de NORMANVILLE



DECEMBER · 1925

VOL. VII · NO. 79

CONTENTS for DECEMBER

	PAGES		PAGES
"OLD YEAR, YOU SHALL NOT DIE" (Frontispiece)	2	A TOUR IN CONSTABLE'S COUNTRY	25
SEEN THROUGH THE SCREEN	3, 4	THE JOHANNESBURG-PRETORIA ROAD	26
WHEN THE TRAFFIC POLICEMAN YAWNED ..	5	THE SLIPPING CLUTCH. By Helen McKie	27
DRIVING HINTS FROM EXPERTS. No. 7. By John F. Duff	6	MOTORING WITH EVE: FROM RAGLAN TO ABERGAVENNY, HEREFORD, ROSS, AND SYMOND'S YAT. By Martin H. Potter	28, 29
FOOTPRINTS ON THE BRIDGE OF TIME	7	THE MINERVA—A REMARKABLE NEW BRAKING MECHANISM	30, 31
PILFERING FROM PETER TO PAY PAUL. By Captain E. de Normanville	8	LEARN TO WALK—A WIRELESS TALK. By Robert W. Beare	32
OUR INFORMATION BUREAU. By Captain P. A. Barron	9, 10	MATTERS OF FEMININE INTEREST	33, 34
OUR COMPETITION PAGE	11	THE RESULT OF A TOO SUDDEN ACCELERATION WITH TURKEY AND CHRISTMAS PUDDING	35
PEOPLE AND THEIR CARS	12	THE HUDSON SUPER-SIX	36, 37
WHO'S AWAY A-WHEEL	13	GEMS OF NORTH CORNWALL. By J. D. Griffith Davies	38-40
THE DIANA "LIGHT STRAIGHT EIGHT"—A CAR OF OUTSTANDING MERIT	14, 15	ON THE TRACK OF TROUBLE	41
MOTOR POWER ON THE ESTATE—THE USE OF TRAILERS	16	A LESSON FOR ADAM. SOME INTERESTING INFORMATION ON THE VERY INTRICATE TASK OF PRODUCING A MODERN AUTO-VEHICLE	42-44
SOME PRACTICAL HINTS	17, 18	SOME NEW AND USEFUL ACCESSORIES	45
RESULTS OF THE OCTOBER COMPETITION ..	19	WHAT THEY MISSED AT WEMBLEY	46
PLEASURE MOTORING IN WINTER. By H. J. Smith ..	20, 21	MOTORING NEWS OF THE MONTH	47
"THE MISTLETOE HUNG IN THE CASTLE HALL" ..	22, 23	BROADCASTING BUSINESS BREVITIES	48
THE WHITE LINE. By a Barrister-at-Law ..	24		

The Editorial and Publishing Offices are at 10, Henrietta Street, Covent Garden, W.C.2.

Annual Subscription, payable in advance and postage free:

Great Britain and Canada 15s. Abroad 20s.

Subscriptions should be directed to the Publisher at the above address.

The Editor will be pleased to consider contributions of special interest to the car owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.

Contributions should be addressed to the Editor of "The Motor Owner," 10, Henrietta Street, W.C.2, and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.

Editorial Offices:

10, HENRIETTA STREET, COVENT GARDEN, W.C.2

Telephone: GERRARD 2377 (3 lines). Telegrams: "PERIPUBCO, RAND, LONDON."

SOLE AGENTS FOR AUSTRALIA AND NEW ZEALAND: GORDON & GOTCH, LTD.
SOLE AGENTS FOR SOUTH AFRICA: CENTRAL NEWS, LTD.



“Old year, you shall not die,
We did so laugh and cry with you,
I’ve half a mind to die with you,
Old year, if you must die.”



SEEN THROUGH THE SCREEN

THE fact that the December issue of this journal makes its bow to a discerning and generous public on the first of the month renders Christmas greetings somewhat premature. Nevertheless, those we offer to our readers lose nothing in sincerity because they are winged words from afar.

To fellow wayfarers we extend the hope that the road of Yuletide may prove a vastly pleasant one, with just that amount of undulating gradient necessary for variety of outlook. May there be acceleration of jollity and deceleration of gloom.

May the gentle art of clutching and declutching in the giddy foxtrot or stately tango be freely practised. May the engine of digestion be in perfect tune, and the wheels of good cheer run easily. And, above all, if there be any sooted, sparking plugs of humanity, may they yield to the decarbonising influences of the season which calls for charity and goodwill to all men.

Road Traffic Problems.

Though Mr. John V. Pugh has recently put forward some perfectly sane comments in regard to the Road Traffic Problem, we fear they will take longer to filter through the obtuse brains of Officialdom than his idea of hairpin bends on Brooklands—which required some three years for fructification after it had been first publicly put forward in *THE MOTOR OWNER*. As Mr. Pugh very rightly says, it is in the power of quickly reaching a high speed and in the ability to stop quickly that the solution of the Road Traffic Problem is to be found. To double the average speed capacity of the traffic on a road is to double the actual capacity of that road for handling traffic. That is an obvious fact, and it is equally obvious that, so long as safety is assured, we should aim at increasing average speed.

Mr. Pugh would like to see a *minimum* speed of 30 m.p.h. on suitable roads; no parking or stopping, or travelling at

less than 30 m.p.h. unless there is room for two cars to pass (this would mean one-way traffic in many places); and maximum stopping capacity. Though, at first sight, these ideas may appear somewhat revolutionary, there is a substratum of sound sense behind them—even if a little too soon for the average brain capacity of Officialdom.

The Colour Question.

The rage for jazz colouring has spread to motor cars. We are promised—or shall we say threatened with?—"stippled and shaded effects," "bronze and pink with a soft flaming finish," and so forth.

Our livid laureate has worked off some of his views upon this new colour question:—

I feel a trifle sorry for
The sun—you ask me why?
Because the world will be so bright
Without him by and by,
For sunsets we've relied on him,
And rainbows—seem quite quaint,
For now we'll simply put 'em on
Our motor cars with paint.
Sometimes we've had to seek the law,
Upon a nasty smash,
But presently you'll find you're sued
Upon a colour clash.
Magenta cars and cars of green,
Cars of pink and cars of puce,
Your lady's hair must match, I ween,
Likewise we'll dye the good old "juice"!

There's really endless scope, of course,
For whimsical device,
You have your car painted pure white
For when you're feeling "nice,"
And when a-wooing you would go,
Which happens, one supposes,
You'd have the auto stencilled o'er
With lots and lots of roses.
If p'liceman you would mystify,
Then "shot effects" for you—
You'd go forth looking pinkish,
And come back looking blue!
You find out your psychology,
Free'd now from custom's trammel,
And sans the least apology,
Just "say it" in enamel.

Good Bye, Oil?

Sir Richard Redmayne, in giving evidence before the Royal Commission on Coal, was extremely gloomy about the future prospects of oil supplies. He even went so far as to predict that the world supply of oil will be exhausted in from 80 to 100 years; whilst to that produced in the United States of America he allotted only another 25 years.

Without in any way setting our opinion against that of such an expert as the ex-Chief Inspector of Mines, we may be permitted to wonder if Sir Richard was speaking only of the existent sources of supply. Indeed, we venture to think that in arriving at his figures he could not possibly have taken into account that unknown quantity of which traces are yet to be found.

Searching in Every Clime.

A ceaseless quest by skilled geologists is proceeding all over the world, from the Arctic regions to the Equator, on behalf of the great producing and distributing companies, who know that there are immense areas yet untouched where oil certainly exists.

In the course of time, as the existing deposits are exhausted, these newly discovered fields will be brought into play. Of course, several of them are inaccessible at present. But where oil is concerned the difficulties of transit from its place of origin to a centre of distribution are much more easily surmounted than are those of any other world commodity. It can be carried by pipe plant over all sorts of country, however rough and primitive it may be.

Oil Amongst the Ancients.

We wonder how many motorists are aware that petroleum, from which the motive force for their cars is refined, has been in use from time immemorial.

Their knowledge, speaking generally, starts with the period when oil first came into world use.

They remember that the first well in the United States was drilled by Colonel Drake, 65 years ago, and look upon that as the beginning of its usefulness to mankind.

As a matter of fact, it has been taken out of the earth for centuries, and utilised for heating and religious purposes. The perpetual flame upon the Unknown Soldier's Tomb in Paris had its prototype in a Parsee shrine, where a flame fed by crude petroleum was kept perpetually alight from before the Christian era.

Moreover, petroleum has been used for ages for its curative properties and for heating by such diverse branches of mankind as the Aztecs of Mexico, the Persians, the Red Indians, the Chinese, the Incas of Peru, and the ancient Egyptians.

Think of that, you motor owners, when you "fill up"!

The Point at Issue.

A motoring correspondent from Constantinople gives an illuminating example of police methods in that city.

The controllers of traffic carry as part of their equipment a board studded with long nails. For an occasional test as to the efficiency of a car's brakes the Turkish "bobby" deposits this board, with the points of the nails uppermost, a few feet in front of an approaching car, gives a warning shout, and steps aside to await developments.

If the car is pulled up short of the board all is well. If not—well, the unfortunate owner gets ragged tyres to join his "wonky" brakes.

First thoughts suggested that our friend was "pulling our leg"; second, that he was offering a suggestion for a humorous illustration. However, a further communication assures us that he is in sober earnest; so that's that!

Think of the Other Fellow.

THE MOTOR OWNER has very much pleasure in giving publicity to an appeal from the Automobile Association for road courtesy, voiced by its secretary, Major Stenson Cooke.

The subject with which this plea deals will not be unfamiliar to readers of these columns, for we have always maintained, with Hilaire Belloc, that "the Grace of God is in Courtesy," and have,

more than once, put the text of our belief into print.

However, a good cause only gains added virtue from general advocacy, so we are giving Major Stenson Cooke's words of sterling worth *in extenso*.

"Road Courtesy."

"Our highways in cities, towns and villages and the roads between populated centres are now so heavily used for private and commercial purposes, that I venture to appeal to all road users for a special and prolonged effort to observe the customary courtesies and rules of the road.

"This concerns pedestrians and cyclists, as well as users of all types of wheeled traffic. Only by the goodwill of all who use our highways is it possible to achieve a maximum of safety, convenience and comfort.

"A friendly spirit of 'give and take' between cyclists and motor vehicle drivers will increase the safety of the smaller vehicle, and will avoid unnecessary inconvenience and anxiety. Relations between drivers of commercial and public service vehicles and other road users are being improved by the more general use of traffic signals, by observing the rule that slow traffic should keep to the left, by always responding to audible warnings from overtaking vehicles, and by giving way when it is right and 'safe' to do so."

"Play for Safety."

"If overtaking vehicles would un-

failingly observe the 'Safety First' slogan, and NEVER drive over to the right, especially at bends, without first making sure that other vehicles or pedestrians cannot be imperilled we should be nearer the era of safer roads.

"When drivers of motor lorries and other heavy vehicles pull up at roadside tea houses, or to replenish water tanks, I would urge them to line up their vehicles so as to leave room for traffic in both directions. Better still, preference should be given to those stopping places where 'pulls off' the road are provided."

Marks on the Road.

It is to be hoped that the universal approval which has been accorded the "White Line of Safety" will not lead to that excess of zeal which defeats its own ends.

Signs are not wanting that this most undesirable result is likely to take place in the near future, unless a curb is put upon official paint-brushes.

In the course of a somewhat extended tour recently, we noticed that in some parts of the country corners were not only provided with road dividing lines but also with white directional arrows and notices of "Slow," etc., painted on the road surface.

There are already fully recognised road warning signs to convey "Bad corners," "Slow down," and other necessary information. To paint them on the road as well is a supererogatory effort which is more likely to lead to contempt than to precautionary observation.

The red triangle at the roadside can be seen with a casual glance, and, moreover, it is observable 50 or 100 yards before it is actually reached. To paint a notice on the road is therefore tantamount to advising a motorist to ignore an early sign for a late one. If he has performed his obvious duty he has already slowed down before he has reached the painted sign, and if he has not, then he will be going too quick to decipher it.

What a great pity it is that local authorities are often cursed with a lack of imagination allied to a woeful want of knowledge concerning the needs of the motoring public!



"And what made you eventually decide on the 20 h.p. model?"
 "Oh! It's got such a dinky little silk curtain for the rear window."



When the traffic policeman yawned !



DRIVING HINTS FROM EXPERTS

No. 7.—By JOHN F. DUFF

Keep an idea of perspective in the importance of things. That is to say, do not swerve to avoid a dog if the alternative is a car full of people

IN approaching the subject of handling a car, I am conscious of touching upon a very controversial matter. Motor cars fill that place in our lives occupied by the horse in the lives of the Arabs, and the South American Gauchos; that is to say, besides being an efficient and rapid means of transportation, it is an object of great pride to the owner. Motorists vie with one another in extolling the virtues of their particular cars, they love and fondle their cars, and adorn them with mascots.

The driving of their cars is no less studied; each and every driver has his or her own special ideas as to how everything should be done.

Bearing all this in mind, I wish to say that the following remarks are not intended for others than absolute beginners.

Speed is one of the first things the new motorist asks about when he buys a car, and driving at too great a speed is one of the first mistakes he makes when he has learned to drive it.

One fact I would like to emphasize is that speed is entirely relative. Under certain circumstances 120 miles per hour is not particularly fast, nor is it at all exciting; I have honestly been nearly asleep and very bored driving at 100 miles per hour. Under other conditions 15 miles per hour may be positively hair raising.

My idea of good driving, as far as speed is concerned, is to drive as fast as the range of visibility permits. By that I mean, do not exceed the speed at which you can pull up easily within your range of vision. If this rule is adhered to, it will be found that the pace will automatically adjust itself to conditions. On a wet day you will negotiate a given stretch of road at a slower speed than on the dry day, because your pulling up distance is longer, while visibility remains the same. Winding roads, and those lined with hedges, will have to be taken at a moderate pace, while the main straight roads may be covered considerably faster than the average motorist is accustomed to driving.

I shall never forget riding as a passenger in a car driven by a young man, whose elderly father entertained me during the drive with comments on

his son's driving skill. As we proceeded along a stretch of open road, the speedometer wavering on the fifty mark, the old man was remonstrating to his son for going so fast, and then appeared obviously nervous. When we came to some straggling houses, and our driver slowed down a little (but not nearly enough), my companion relaxed with a sigh and murmured, "That's better." It was now my turn to be petrified. There were children playing along the side of the road, and a couple of loose cows just ahead. My protest caused genuine astonishment to both driver, and the old gentleman, who said that we were not doing anything like the speed we had done a few miles back. "No, I should hope not," I replied, "not here." My friend at the wheel was typical of a large proportion of the road-users of to-day, who think that they are being reckless just because the speedometer needle indicates a high figure (almost invariably exaggerated) when they are really being nothing of the sort. The same people will proceed to sail through traffic or past blind corners at criminally fast speeds with a blissful sense of security, merely because the speedometer reading is lower. These people are just like the man who "didn't know it was loaded." They do not know how easy it is to have a smash, and at how slow a speed it can be accomplished. It is all so absurdly simple, and happens so quickly (even though your car appears to be creeping along), that it leaves the victim of the accident open-mouthed with astonishment, and feeling not a little foolish.

So much has been written and said about the evils of fast driving, that I feel I must emphasize the other danger, namely, doing twenty where it is dangerous to exceed ten, under the impression that nothing could possibly happen at such slow speed. That is just the trouble; the danger lies in the inability of some motorists to realise just how many things can happen to them at fifteen or twenty miles per hour. This same sense of security is in itself an added danger.

The remedy is, do not be guided too much by the speedometer. Drive at a comfortable speed well within your limit of vision, as already described, and

remember, if there is an obstruction or cross-road in the immediate foreground, that must be taken as the limit of vision, no matter how far and how straight the road stretches ahead. Once this rule has been mastered more than half the battle has been won.

Next in importance, do not concentrate the attention on any one object ahead, or at the side of the road. Learn to use the "corner of your eye" to watch the playful dog or child at the side of you, while your gaze is still directed down the road ahead. The ability to see things without actually looking directly at them can be cultivated to a surprising degree.

Always assume a car is coming out of every side turning ahead of you, and consequently keep on your own side, and go slowly in case the other man is not on his proper side.

Treat children as suicidal maniacs—remember they always run across the road looking back over their shoulders, and that to sound your horn at them usually makes them do even sillier things. The same remark applies to many old folk, especially in the country.

When driving near the side of the road, remember it is the free-born British citizen's right to step off the curb, with his back to on-coming traffic, without so much as to glance back. Cows, horses, and pigs, invariably try to cross the road just as the car comes alongside.

After a spell in the country, the sense of speed gets dulled. Your speed when you ease up for a town will be just double what you think it is.

Keep an idea of perspective in the importance of things. That is to say, do not swerve to avoid a dog if the alternative is a car full of people. Far better it is to go over the dog.

Make use of recognised signals of the road, but do not assume that anyone sees or understands them.

Last of all, let me repeat that miles per hour as such mean nothing, so do not treat twenty with contempt, because it is twenty, nor glow with pride because your speedometer says seventy, first because it is certainly lying, and, secondly, because the road might be quite suitable for 100, or more.

FOOTPRINTS ON THE BRIDGE OF TIME

"This is the place. Stand still, my steed,
Let me review the scene,
And summon from the shadowy past,
The forms that once have been."



The view of the River Avon from Warwick Bridge, with an imposing view of Warwick Castle in the background, forms such a delightful picture that it would not be exaggerating to say that the majority of users of this bridge pause to view this happy scene. And thereby hangs a tale:—



The bridge parapet, as can be seen, is very badly worn in parts—it has become rounded off at the top, and deeply grooved between the uprights. The latter can be plainly seen in the bottom left corner of the uppermost picture. But few readers will credit the fact that this unduc wear and tear has come about by lovers



of the beautiful, for many years past, standing, leaning, and resting upon the parapet; the rubbing of the clothes and shoes accounts for this hard usage. As a matter of fact, it has several times been necessary to replace complete sections of the bridge, and the new portions are clearly visible.

THIS IS ONLY ONE OF THE MANY INTERESTING FEATURES OF THE ROAD-SIDE WHICH ARE ALWAYS MISSED BY THE UNOBSERVANT TRAVELLER.

PILFERING FROM PETER TO PAY PAUL

By CAPTAIN E. DE NORMANVILLE

The old proverb claims that " 'They say so' is half a lie," but the rumour that there is to be a Governmental raid upon the Road Fund gets stronger each day. This article discusses the probabilities, and suggests a line of defence

IS the suggested raid on the Road Fund by the Chancellor of the Exchequer a serious menace or merely a *ballon d'essai* such as harassed Chancellors are apt to launch at this period of the financial year?

Fortunately, one is not called upon to probe the intricacies of this delicate question, because the retaliatory methods to be applied are precisely similar in either case. The barbed words which will prick the air-bubble feeler may be equally efficacious in rebutting the resolved threat.

For the purposes of this article I may assume, then, that there is grave intention behind the suggestion, and proceed to discuss it with that moderation which becomes a serious-minded writer upon public affairs as they apply to motorists.

Frankly, the struggle for tranquillity will not be an easy one; for, in common with every other car-owner, I am filled with fierce indignation at the callous indifference displayed to a Governmental pledge.

In the Finance Act of 1909-10, and in legislation promoted by following Governments, there was a specific undertaking given that the tax of £1 per horse-power derived from motorists should be entirely devoted to the construction of new, and the upkeep of old, roads. The suggestion of the Chancellor of the Exchequer is that a portion of this revenue shall be diverted from its original purpose to the general needs of the country.

To be just, he distinctly states that this will not be done without Parliamentary approval, but I am afraid this cannot be counted to him for virtue. Surely new legislation would be required before any permanent diversion was possible?

Can it be that the "snag" is hidden in that word "permanent"? I put this point to a friend who claims to be an authority upon parliamentary procedure. He assured me that a *temporary* diversion could be sanctioned by the Cabinet. I pass his opinion on for what it is worth, making no claim as to its infallibility.

However, even a transient deviation from Road Fund purposes would be fraught with grave conse-

quences to the highways of the country. Every farthing accumulated by the Fund must be utilised if the traffic muddle we are suffering from is to be successfully combated. As it is, I am much afraid that even with the use of accumulated funds we can only hope for alleviation in the present, leaving a permanent cure for future years.

There is a persistent rumour going the rounds that the Treasury is placing a ban upon the Minister of Transport with regard to the construction of new roads. That is to say, it is alleged that an embargo has been put temporarily on the £15,000,000 to £20,000,000 which the Fund has in hand. Naturally, the pall of official reticence is drawn too closely over any such transaction to allow of confirmation or denial—it just remains a rumour!

The possibility of such present action is serious enough in all conscience, but a "hold up" now, supplemented by a further "hold up" in the early part of 1926, would be a positive dis-

aster. Private owners need no reminder that a vast number of motor licences are taken out round and about January 1st. Consequently, there will be a great amount of money available for an illicit raid in April of the new year, when the Budget announcements are given to a shivering public.

And there is no salve more efficacious for easing the official conscience of a Chancellor of the Exchequer than a really substantial accumulation. The magnitude of the loot justifies the legalised plunderer—that is to say, in his own eyes. The plundered, of course, have a totally different point of view!

Well, there is the case, set forth as temperately as I can bring myself to put it. Now for the line of defence that I suggest motor owners should adopt to defend their rights.

Let me implore that the effort shall be a personal one. This does not imply any doubts upon the powers of the great motoring organisations to state adequately the case on behalf of their members.

No doubt a joint deputation from the Royal Automobile Club, the Automobile Association and other pertinent bodies will wait upon the Premier and the Chancellor of the Exchequer to present the car-owners' point of view. But this is not enough. The importance of the matter demands, as I have already indicated, your individual attention.

Make your complaint to your Member of Parliament. See him personally or write to him. Remind him that the private owners of cars will have provided about £11,000,000 of the motor taxation of the current year, in addition to paying a more than generous proportion of general taxation. Remind him likewise that the upkeep of the roads is of vital importance to the industry and to the recreation of the country. Say that you insist that the money provided by you and fellow motorists for a specific purpose be used only for that purpose.

Believe me, a bombarded M.P. seeks shelter behind the Whips' entrenchment, and they, in turn, fly to the Cabinet dug-outs.

The power to prick the bubble, or thwart the evil design, is in your hands. See that you use it!



OUR INFORMATION BUREAU

By CAPTAIN P. A. BARRON

As readers will be aware, we run an Information Bureau for their benefit—which service is, of course, gratis. Probably owing to the festive season, our contributor waxes facetious in regard to some imaginary questions and answers

ALL motorists' publications receive vast numbers of inquiries from readers. These questions are always answered courteously, but there are times when the writers who reply to correspondents are very severely strained.

I once kept a record of some of the curious questions asked, and, in my usual systematic manner, filed the papers so carefully that I have never been able to find them since. I believe there are people who can keep files, but I do not think they can be quite human. You may have noticed that a man whose desk is always so deeply littered with papers that the lower ones cannot be reached without a hayfork can always find the things for which he was looking a few weeks ago, but the systematic person who files papers loses them absolutely, because when they are not where they should be he is helpless and can only sob like a child.

Experienced secretaries are, of course, different. When their chiefs have stormed about the office and have sworn that they can never find anything without putting "lost" advertisements in the papers, calm little girl clerks reveal that their employers themselves removed the papers from the files and carried them away in despatch cases which they left in trains. This calms their chiefs—no, I think not.

I regret that I lost my collection of questions, but I can remember a few. For example:—

A. "Which is the best way to oil my plugs?"

B. "Do you consider vacuum feeds better than the ordinary oiling system under pressure?"

C. "Can you explain the relative advantages of epileptic and cantankerous systems? What is meant by 'dampers' and 'damping'? Are they used in dry weather, or only in wet?"

D. "Is a honeycomb radiator more satisfactory than the air-cooled type heated by the exhaust?"

E. "What is the difference between R.A.C. rating and the more often used 'R.P.M.?"

Now you will admit that it is a perfectly easy matter to answer these questions if you are allowed to be facetious. The difficulty lies in giving a civil reply in each case. The inclination to tell an earnest inquirer to take

a soothing draught and apply wet towels to his head is almost irresistible. There are times when one longs to be sarcastic. One would like to say, for example, that the best way to oil plugs is to fill the crankcase entirely with oil and then race the engine till it stops. The plugs will then be thoroughly oiled up and will need no further attention unless the car is required for use.

One might say that the vacuum feed is superior to the oiling system under pressure because it gives a fatter spark, but in either of these cases the inquirer would discover eventually, say after a year or two, that his leg had been tugged, and then he would be offended and would probably not borrow the paper from his friends, or try to obtain free copies again. In other words, a valued reader would be lost.

There is no doubt, however, that "Answers to Correspondents" would make far more sprightly reading if the unhappy journalists who deal with these matters were allowed free rein to their fancies. Then we should have delightful pages which would be instructive to novices and sources of pure joy to experts. Enterprising editors might give the system a trial at some season of festivity, such as Christmas time, when even the sadness with which we take our pleasure motoring may be relaxed. For example, why should we not begin something like this:—

"No, *Edith*. We do not think that the noisiness of your car is due to the inefficiency of the dumb-irons. Evidently you have been confused by terms. Dumb-irons are always dumb; probably you have a noisy silencer. Try a bung of suitable size in the exhaust pipe."

"No, *Adolphus*, we think you are wrong. The fact that your Oxford 'bags' became entangled in the central change gear lever does not justify you in claiming damages from the makers. Try wrapping the 'bags' four or five times round your legs, and then lagging them with insulating tape. You may start a new fashion."

"*Bertie*. Don't be so dashed silly."

"*Monobloc*. Yes, the head of a monobloc cylinder casting is a block-head. The latter term would be a better pseudonym for you."

"*A. S.*—Please do not worry us again; we are fed up with you."

"No, *James B.* Sleeve valves are not used for wireless sets. Why not apply for a patent?"

"*Inventor*.—Your suggestion that white lines should not be painted upon the roads but upon the off sides of all cars is a wonderful idea. As you so truly remark, 'if the cars carried their own white lines they could not possibly cross them, and thus safety would be assured.' We advise you to apply for provisional protection. This will cost you £1, which will be pouched by the Inland Revenue Johnnies; so to this extent, at least, the country will benefit by your great invention."

"No, no, *Nanette*, we cannot agree with you. You say that you were approaching the cross roads at a very moderate pace when the pantechicon, drawn by a traction engine, struck the steam roller which was on the wrong side of the road because it had finished rolling the right side—that is, the left side—and that the horse drawing the haycart was so startled by the crash that he bolted and scattered the flock of sheep being driven in the opposite direction along the same road.

"Apparently, you complain that the policeman who took your number and found out that you had no driving licence acted unfairly to you, as you were the only party not concerned in the catastrophe.

"We have consulted our Legal Department and are assured that the policeman acted according to precedent. You must remember that he could not be expected to chase the sheep, who had no numbers, anyhow, or the horse which bolted with the haycart. The steam roller belonged to the municipality, so there would be no fun in fining that, and you admit that while the policeman was taking your number and asking for your licence the pantechicon drove off.

"We think you should consider it very lucky that you were not charged also with obstruction and driving to the common danger. Probably the shepherd will put in a claim against you for damages. Keep smiling."

"*Tourist*.—By all means take your alternative route. By doing so you will avoid all the best scenery and interesting places, so you will complete your tour more quickly than you would if

you acted like a reasonable being. Next time you ask our Touring Department for advice we shall know how to deal with you."

"*Mary.*—We feel flattered that you should ask our advice. You say you are extremely fond of all-weather motoring in open cars, but you find it injurious to your complexion, and you wish to know how you can enjoy the open air and at the same time preserve your beauty. After a prolonged study of your photograph we most certainly agree that such a face as yours should not be made any worse, and we should recommend a mask to be worn permanently.

"Our staff Beauty Expert suggests alternatively that you might cover your face to a depth of about a quarter of an inch with a cream composed as follows:—

1 part Russian tallow,
2 parts best Portland cement.
3 drops patchouli.

"This mixture sets hard and is waterproof. The surface may be treated with vanishing cream and powder in the ordinary way."

"*Handyman.*—By far the best way to build a garage is to buy a lot of wood

and a lot of asbestos sheeting, and nail them together. Place your car in the position you wish the garage to occupy and then build the structure round it. This method ensures a good fit. Do not forget the doors, as otherwise you will not be able to get the car out when the work is completed.

"You would find a ready-made sectional garage cheaper, but perhaps it would not be such a source of merriment to your friends."

"*Mechanical.*—We thank you for your drawings and specification of your four-wheel clutch system. We fully realise that yours is a very clever idea, and we do not think you have been forestalled. We think, and indeed hope, that your brain is unique.

"If we understand your drawings, which we doubt, you appear to suggest four clutch pedals each controlling a clutch through which power may be transmitted to one wheel.

"You claim that by this method you obtain, optionally, one, two, three or four wheel drive—no doubt a great advantage.

"The only difficulty we see is that in order to declutch all wheels you would need four feet, and at least one more for the operation of the brake and accelerator pedal. Of course, you might have two chauffeurs to help you drive. But would this be economical? We doubt it?"

"*Nature Lover.*—We agree that it is unusual for cuckoos to sing (or whatever you call the beastly noise they make) in December. Are you sure that it was not a Swiss clock that you heard? The fact that the hooting or cooing came from a wood might be explained, for perhaps the clock was left by the will of a Victorian aunt to some unfortunate nephew who dumped it in the wood to save his reason.

"The only other suggestion we can make is that you are not telling the truth."

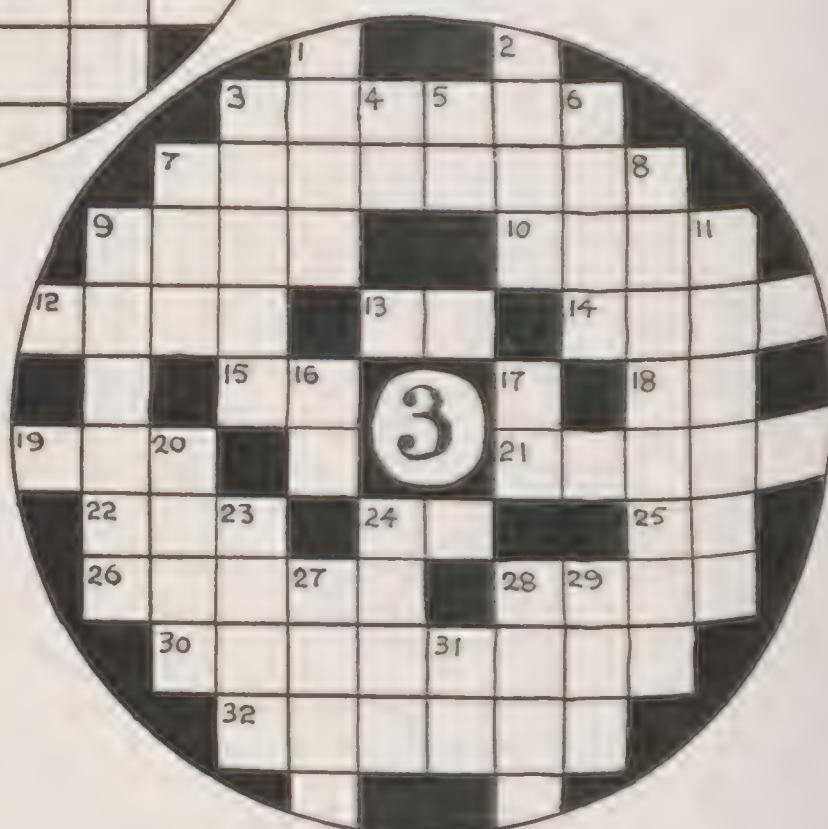
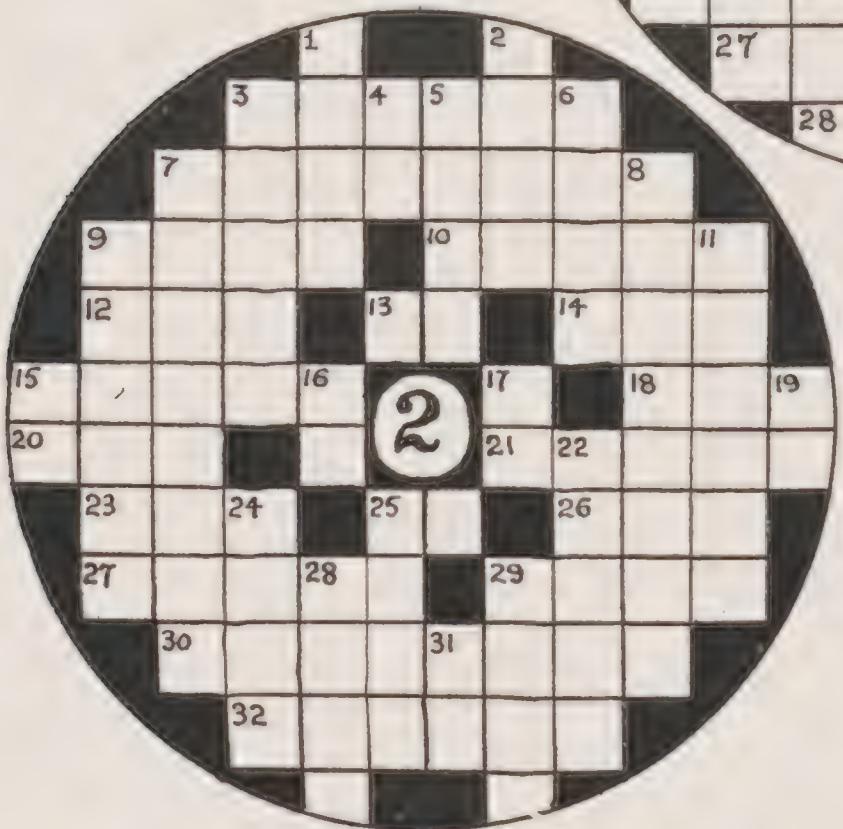
There! That is the way in which "Answers to Correspondents" might be brightened and the hard lot of some motoring journalists lightened.

1st Prize—A "Motor Owner" Mascot.

2nd Prize—One Guinea.

3rd Prize—Half a Guinea.

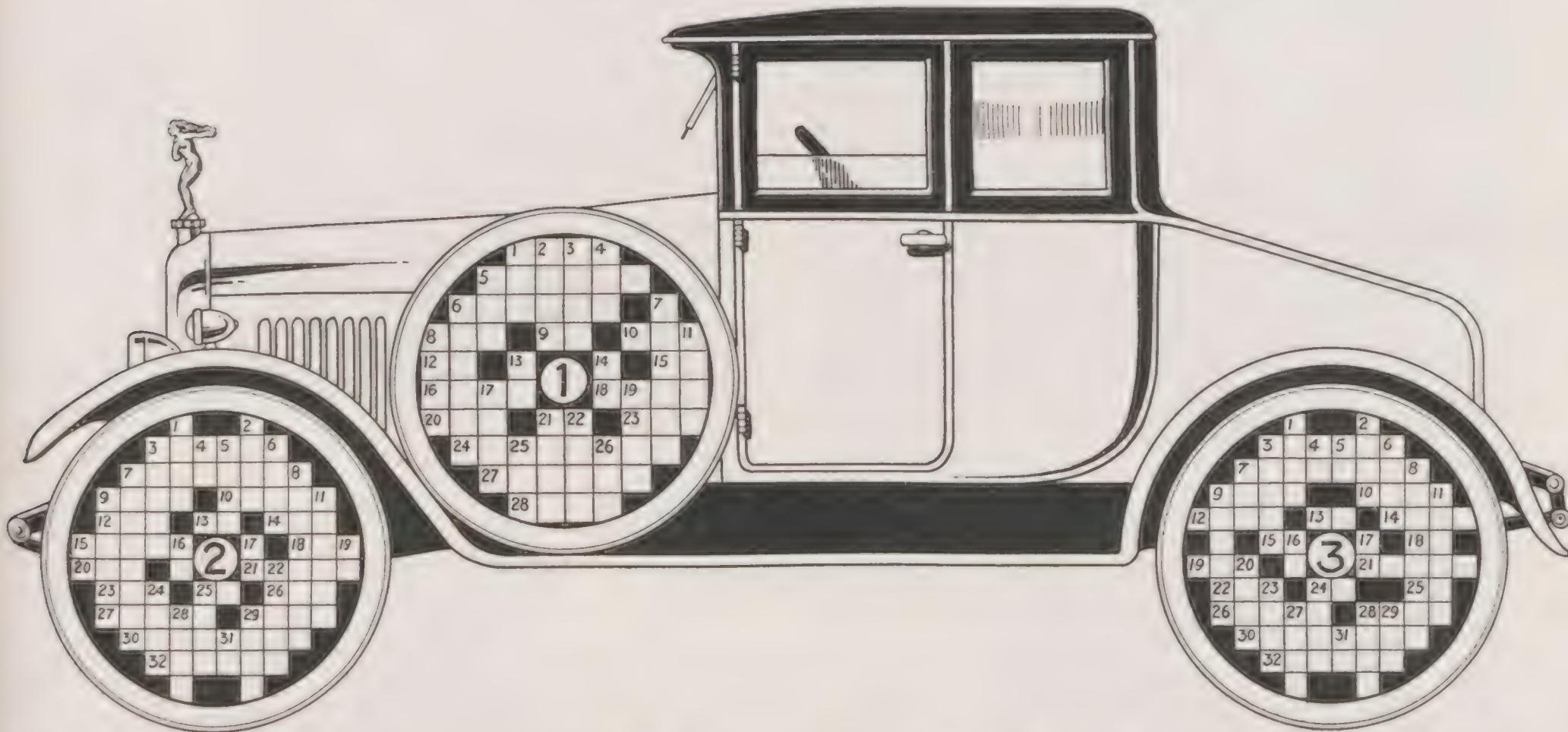
Clues to this cross-word puzzle will be found on the opposite page.



Enter your solutions in the spaces provided above.

OUR COMPETITION PAGE

Here is an interesting, and not too difficult, cross-word puzzle to amuse you during the Christmas period. We thought it would be a welcome change from the picture-puzzle series



Your solution should reach us on or before the first post on January 1st. Use the forms on the opposite page.

CLUES.

PUZZLE NO. 1.

Across.

- The "Connecting-rod" for a ship's rigging.
- Good for driving in not bad for drinking in.
- A car and a river "on the other side."
- Lawyers generally get one — but rarely earn.
- What a good engine is — in the vernacular.
- The plural of the present indicative of a common verb.
- The first two letters of each word of a double-barrel named model of Italian car.
- How we hope you've now got No. 12.
- What most cylinders are made of.
- If you don't xxxx your licence, the police may xxxx you.
- A popular nominal h.p. rating.
- When quickly repeated—an expression of derision.
- What *Punch* didn't advise to those about to marry.
- Something you must do in regard to buying your next copy of "The Motor Owner."
- Berlin's river pluralised.
- An abbreviated antithesis of a lady.

Down.

- How you feel if you can't solve the problem.
- An adverbial synonym for *and*.
- Slightly akin to carbon deposit.
- The weight of a medium sized car.
- To prosecute at law.
- A listener-in.
- A man who spoils a fast average speed.
- What a car can do from place to place.
- A correct cue is too difficult. Put it in —ekes.
- The normal position of the clutch.
- The exclamation of joyous content when you open your M.O.
- The plural of a single.
- Those who vote in the affirmative.
- The precise point to which we have now got.
- An indication of a future happening.
- Initial abbreviation for petrol miles relationship.
- What they do about races at Brooklands.

PUZZLE NO. 2.

Across.

- Better in fields than on roads.
- Dunlop treads used to have such a design.
- If you run over glass you might get one in the tyre.
- What petrol splits up into.
- A vernacular abbreviation of an official Sherlock Holmes.
- An adverb, a conjunction and a noun.
- Bad petrol will do this to your valve faces.
- A car detail you must keep properly adjusted.
- A thing that scintillates.
- A pea covering both in and out of "Ollapodrida."
- How they put on the new cellulose finishes.
- The egg of a small insect.
- The initials of a particularly good motor magazine.
- A sign of the zodiac and a male sheep.
- A famous aero-engine — which was not a sprite.
- Pip, Squeak and Wilfred.
- If you change badly, there's a noise inside it.
- When some motorists speak of them, they vie with fishermen.

Down.

- A quarterly allowance.
- A speedometer name repeated.
- An Empire built car.
- An amazingly simple pair of car name letters.
- A car, the name of which is akin to a planet.
- What you do when the policeman puts his hand up.
- Not worth doing before some anti-motoring magistrates.
- Personified, an exported car would do it.
- This is what your chassis should be.
- What an overheated engine does.
- Initials of a well-known brand of petrol.
- A postal district.
- The objective or accusative case of *we*.
- Just a possessive adjective.
- What you do to the self-starter button.
- Pedal extremities.
- A small lake or pool.
- What you look at before a tour.
- Cricketers wear them.
- Initials for what all engineers should be.

PUZZLE NO. 3.

Across.

- What the car did on the very bad road.
- A valve which is neither inlet nor exhaust.
- A clenched hand.
- A portion of a valve.
- What 'buses weigh.
- Compression or exhaust when the piston goes there.
- Something to be avoided in regard to pistons.
- Goes before "Gods and little fishes."
- If Latin, it would be *est*.
- What a star on the stage should do.
- What is between these lines.
- It means before, and the letters are in the word.
- In Latin or German —*ab*.
- What's missing in "No Nanette."
- Akin to a sofa.
- People who hold particular views.
- To understand or discern.
- Stands in the centre of the float chamber.

Down.

- For wine and beer— respectively 125 gallons and 108 gallons.
- Part of a verb meaning to obtain.
- A short word for Elisabeth.
- Often wrongly used for *I*.
- Initials of the speed trap worker.
- What you should put on your *i*'s, but not have before your eyes.
- The row a very old car makes.
- What you can place on these cues.
- How oil is usually sent to engine bearings.
- The first prize in the competition.
- A printer's measure.
- A likeness, also a Roman coin.
- A speedometer recorder.
- When the odds are neither on nor against.
- The number of times the Editor wants this job.
- The part of the piston which decides the tax.
- What good rear window blinds are made of.
- A fair lady, alleged to be the cause of all human troubles.
- A short word for Edward.

The result of the October Competition will be found on page 19.

PEOPLE AND THEIR CARS

A Motoring Medley in Pictures



1



2



3

1.—Beside being a celebrated comedian, Sir Harry Lauder is also a keen angler and motorist. He always provides a good catch—this time for himself!

2.—Miss Heather Thatcher, the popular actress, with her 14/30 h.p. Star saloon, an ideal car for professional ladies, and one which Miss Thatcher has been using for a considerable time.

3.—"No matter what the weather conditions be," says the owner of this 14 h.p. Sunbeam, "it is always comfortable and warm in my car."

4.—A real link with the past. A party of tourists in their Austin "Twelve" are persuaded to lunch at the Old Inn, Midhurst, by an attendant attired in 15th century apparel.

5.—A picture of beauty and grace. A fair owner of a B.S.A. car feeds the deer in Richmond Park.

6.—Following in Daddy's footsteps. A budding young motorist inflates the tyre while his little sister tests the pressure with her foot. The manly supervisor is watching things very closely.



4



5



6

WHO'S AWAY A-WHEEL

Picturing the Picturesque



7



8



9

7.—After making an excellent climb of Box Hill, Dorking, these Bianchi enthusiasts view the great expanse of countryside visible from the top. A special observation point is provided for this purpose.

8.—Here we see the "golfing motorist de luxe." The picture was taken on Cirencester golf course, and the car is one of the latest 12 h.p. Hampton coupés—one good drive deserves another!

9.—This is the actual 14 h.p. Rover which gained the R.A.C. "Dewar" Trophy (see page 47), and the picture was taken on the steepest section of Bwlch-y-Groes.

10.—The Priory, Warwick, forms a picturesque background for the 14/45 Rover. The Priory is now being demolished, to be re-erected in U.S.A. The original building dated 1135.

11.—One of the new Diana "light straight eights" by the ancient preaching cross near Wells.

12.—Another link with a bygone age. Tourists in an Austin "Twelve" visit the old quintain post at Offham, Kent, a relic of an old English mounted sport.



10



11



12

MOTOR POWER ON THE ESTATE

By HORACE WYATT

The Use of Trailers behind Motor Vehicles or Tractors

VERY few estate owners have had occasion to consider either the practical or the legal aspects of the use of trailers behind motor vehicles or tractors. It is therefore proposed to deal shortly with this subject from the point of view of an estate owner who keeps a lorry or a substantial general-purpose motor for haulage, station work, and the like.

The law is at present in the melting pot, but as matters stand it affects the position considerably, or at any rate would affect it seriously were it not more honoured in the breach than in the observance. The ordinary motor car is not permitted to draw at ordinary speeds a trailer capable of any more substantial work than the carriage of two or three portmanteaus. All of the large trailers that are seen behind commercial vehicles are subject to the same legal disability. Strictly speaking, they may not be drawn at a speed exceeding five miles an hour. This applies whatever may be the construction of the trailer or the number of wheels on which it is carried. The ordinary individual may be pardoned if he has failed to realise how the law stood. He has, for example, seen Government vehicles drawing aeroplane parts in trailers and travelling well in excess of 20 miles an hour. He has seen big steam lorries doing from 10 to 12 miles an hour with trailers carrying 3 to 4 ton loads, some such combinations being so used by County and City Councils who, one imagines, ought to know better. The fact is, however, that the law is ridiculous as it stands, and everybody knows that it is so. Even the police get so used to seeing it broken with impunity that probably only a small minority of the members of the force have any clear idea of how trailer law really stands.

In practice, what all this comes to is that the trailer is of very little use to the estate owner if he feels it his duty to adhere strictly to legal limits, and wants to use the trailer mainly on public roads. Of course, so long as it is working only on the private roads of his estate the speed of travel is his own affair. Outside, much depends on his relations with the local police.

In any case there are one or two points to be remembered about speed

when a trailer is drawn. A heavily loaded trailer, even behind a big loaded vehicle, necessitates great care when descending a steep, winding hill, especially if the surface is greasy. Supposing the speed is excessive and the brakes have to be suddenly applied at a corner, the trailer may very probably push along behind, swinging the vehicle round in the road and so causing a nasty accident. If the trailer is loaded and the vehicle itself more or

so that, when the lorry is itself ready, the loss of time is only that involved in putting three, and not five, tons on board.

Now supposing that there are two tons of produce to be carried in the afternoon and another useful job for the lorry in the morning, there is a natural temptation to put the whole of the two tons on to the trailer during the morning, so that directly the lorry is available the trailer can be attached and it can start straightway. This is where the importance of the order suggested above comes in. It would mean a little delay for loading the lorry, but it would also mean increased safety, especially if the roads are hilly.

In some cases in which trailers are used, it is very advisable to have the lorry itself so equipped that, while it is standing still, the power of its engine can be applied through a winding drum and wire rope. Suppose, for instance, that some trees have been felled at an inaccessible point or one at which the ground is very soft. The lorry engine, by means of its wire rope, can drag logs close up to the lorry itself, which is presumed to be standing on a road or at least on firm ground. If, subsequently, a patch of soft ground has to be crossed, the trailer can be unhitched and the lorry can negotiate the bad bits without this extra load. Having got to the far side, the wire rope can be extended and the trailer independently pulled across the soft ground up to the lorry. It can then be attached again and the journey completed.

For carrying quite light loads behind private cars or light industrial vehicles, a trailer of the type known as the Auto-trailer is to be recommended. This is a comparatively small attachment connected to the power vehicle by a device equivalent to a pair of horizontal hinges, one on each side of the rear of the frame or body. The trailer is carried on a single wheel which is free to swing round like the castor of a chair. With this arrangement there is no risk of the trailer going off on its own account and pulling the power vehicle round in the road. Consequently there is not the same objection to high speeds. The only point to be remembered is that if other vehicles are encountered at sharp corners, special care is necessary.

A SPECIAL ANNOUNCEMENT.

OWING to the indisposition of the author, we are prevented from publishing the continuation of Captain Wilfred Gordon Aston's contribution, "Front Wheel Braking," which was commenced in the November number. It is hoped, however, that this will appear in the January issue, to be published on January 1st.

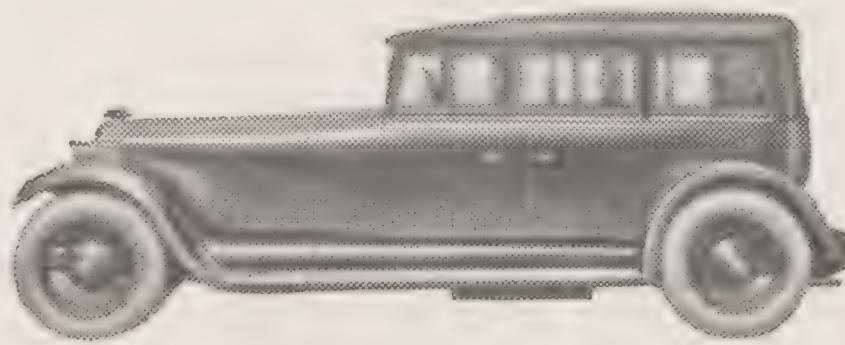


less unloaded, still greater care is necessary, and the danger is further accentuated if the vehicle drawing the loaded trailer is itself comparatively light. On the whole, it is not a bad plan to give strict orders that the load on the trailer must never exceed that carried on the vehicle itself. It may, perhaps, sound improbable that any one would ever send out an unloaded vehicle with a loaded trailer, but in practice this often happens, the reason being, from another point of view, one of the main arguments in favour of employing trailers at all. This is that a trailer can be loaded up while the vehicle which is to draw it is out on the road upon some other job. Suppose we have five tons of produce to carry to a market and propose to use a 3-ton lorry and a 2-ton trailer. The loading of the two can go on simultaneously if men are available for the work, otherwise the trailer may be loaded while the lorry is doing something else,

"The Car of the Year"

OPEN CARS

16/55	-	£650
20/70	-	825
25/85	-	925
35/120	-	1300

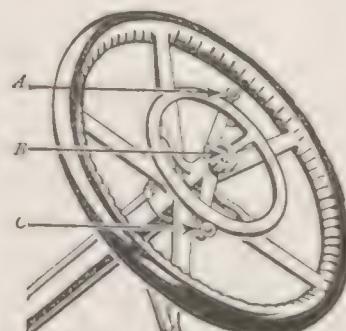


SALOONS

16/55	-	£715
20/70	-	885
25/85	-	985
35/120	-	1360

Daimler

FOR ECONOMY



A. 'Economy' Lever. B. Throttle Stop.
C. Ignition Lever.

BIRMINGHAM POST.—"Starting up was simplicity itself once the functioning of the primer was grasped, and the 'economy' lever could be used with such good effect that the 16/55 petrol consumption worked out at the very excellent rate of 25 miles to the gallon."

Catalogue from

THE DAIMLER
CO. LTD. COVENTRY

F.A. 453

THE FUTURE OF THE MOTOR VEHICLE IN THE BRITISH EMPIRE

BEING EXTRACTS FROM THE ADDRESS DELIVERED TO THE AMERICAN CHAMBER OF COMMERCE IN LONDON ON NOVEMBER 17th, 1925, BY MR. J. D. MOONEY, VICE-PRESIDENT OF GENERAL MOTORS CORPORATION

THE operations of a public company, such as the General Motors Corporation, can safely be based only on a policy whereby the Corporation undertakes, wherever it operates, to carry on its operations to the advantage generally of public interest and welfare.

The public interests of General Motors can be classified into four general groups of people, Motor Car owners, Motor Car agents, the employees of the General Motors Corporation, and the shareholders of the Corporation.

What has been said of the policy and obligations of a public Company may be applied to Vauxhall Motors, Limited, which has been a public Company in England for many years. The history of this Company shows the same high regard for the interests of these groups and the same constructive endeavour to deal fairly with them.

We find, then, two public Companies with the same general attitude toward their obligations and the same general policies governing their operations and development. The amalgamation of these two Companies cannot mean, therefore, any changes in their fundamental policies.

As representatives of the public, who really own General Motors, we feel perfectly safe in leaving the management of the Vauxhall Company entirely in the hands of the men who have made it what it is to-day—a Company to be respected and admired.

The British public have continued for many years to display their confidence in the Managing Directors

who created the Vauxhall Company. As these men will continue to operate the Company, it is to be expected that Vauxhall will continue to command the respect and confidence of the British Public.

You may be interested in the reasons that led the General Motors Corporation to believe that a partnership arrangement with a British motor car manufacturing Company could be of mutual advantage to the various people concerned.

We believe that the use of motor cars will have a remarkable growth in the British Empire. During the next ten years the British Empire will move forward aggressively and rapidly in the development of its own economic coherence and strength. In this movement forward, broad and intensive use of motor transport will be made, as one of the valuable instruments.

During this period we shall witness a rapid increase in the use of motor vehicles in the British Empire.

There are several economic factors entirely favourable to the manufacture of motor cars in England.

The raw materials are readily available. Industrial and production facilities exist within comparatively limited areas, and transport and communication are easy. Skilled labour of the right type is available.

I can summarise the position of the General Motors Corporation, therefore, by stating that we find here the general elements that provide a sound basis for investment in the motor industry: high character values, the amount and character of labour needed, the fundamental production facilities, and an expanding market.

The foregoing statements clearly define the objects of the General Motors Corporation in investing in the British motor car industry. The serious obligations which accompany this action are fully recognised and the values accruing to British manufacturing development, from the discharge of these obligations, will be evident.

GENERAL MOTORS CORPORATION

SOME PRACTICAL HINTS

By keeping a watchful eye on the minor details of the car's upkeep, major difficulties and troubles will seldom arise. Remember that he is helped most who helps himself

THE chief danger which motorists have to fear in the winter months is the possibility of the water in radiator or cylinder jackets becoming frozen. When this occurs, the ice expansion may cause a burst.

This result has been largely minimised by improved methods of casting the cylinder blocks, but, nevertheless, it still exists in a minor degree.

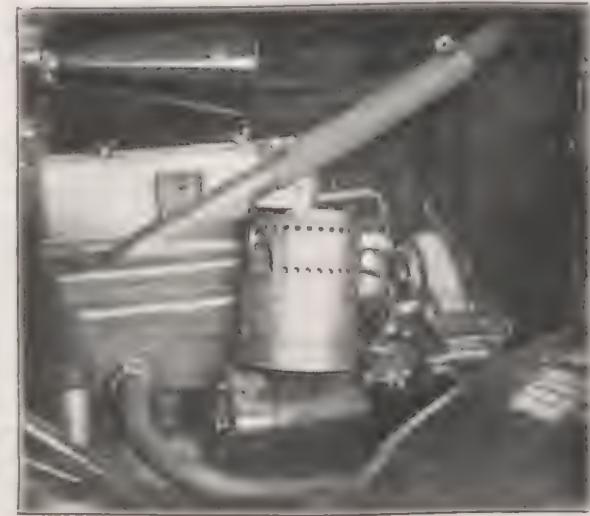
Of course, the resistance of a cylinder jacket is dependent upon its weakest part. That is to say, if the wall is exceptionally thin in one place, it is at this spot the burst is likely to happen. Consequently, the efforts of manufacturers have been directed towards giving cylinder walls an even all-round strength. However, their success in this direction has not entirely eliminated the danger; and motorists must adopt precautions on their own account.

The measures to be used will vary with the period in which the car is left in its garage. One in daily use is in a better condition for resisting frost influences. After its day's work is done, the water in the radiator and engine is probably at 180 to 200 degrees Fahrenheit, and the crankcase, gearbox, and rear axle are all hot. This heat is transferred to the atmosphere of the garage during the cooling-down process, and the outside cold air naturally takes much longer to reduce the interior temperature to the danger point.

It will be found in practice that if the garage is built of brick, and has



When a car is to be left unused for days in cold weather, it is best to drain off the water in the radiator, and then refill with hot water when wanted again.



One of the many types of engine heaters—the "Therm'x," a spirit warmer, is reliable and safe.



Tar-splashed car bodies, like the one above, look horribly bad. The example illustrated is the result of incorrectly driving quickly over a newly tarred road. Minor splashes of tar, grease, paint, etc., can be removed, if not left too long, by the application of new milk or butter.

well-fitting doors, the car which is merely left overnight will require no more protection than a large warm rug wrapped round the radiator and bonnet.

This rug should also form part of the car's outdoor equipment during frosty weather, so that it may be utilized in a similar manner when a car is left standing for protracted periods.

In the case of a car which is left unused for days on end, the most simple protection is to let the water out by means of the small drain tap, or plug cap. By the way, when the car is taken into use again, it should be filled up with hot water. This will permit of easy engine starting by thinning the oil films, which will have become "tacky."

Amongst other methods of protecting the little-used car, the obvious one of keeping the garage warm by means of the safety lamps and stoves sold for the purpose may be mentioned. Then there is local heating applied directly under the car bonnet by means of electrical apparatus such as the "Barimar Bonnet Heater" or "Peter the Heater" or the "Therm'x," a spirit heater.

Lastly, there are anti-freezing dopes. There are disadvantages attached to these, but a strong point in their favour is that they serve equally well for outdoor purposes.

A mixture which will ensure safety down to about 20 degrees Fahrenheit is commercial glycerine mixed with the



water in the proportion of one part of glycerine by volume to four parts of water. A 33 per cent. by volume mixture will ensure safety in any normal frost likely to be met in Britain.

Methylated spirit in similar proportions may be used, but it must not be forgotten that the mixture becomes steadily weaker, owing to evaporation, as the car is used.

On Tarred Roads.

Although there have been great improvements in the methods of tarring roads, we gather from several letters which have reached our Information Bureau that there is still room for improvement.

The advice which we have been privileged to offer the few by letter as to removing the effects of this bad work-



Always make sure that the radiator is full of water, and don't be misled by the little amount which rests at the bottom of the filter gauze. Lift it out and look below.

manship will probably be of interest to our many other readers. So we are putting it in print, and adding to it a few hints on the prevention which the proverb avers is better than cure.

The main thing to be remembered in going over a newly spread patch of tar is the necessity for going quite slow. Providing the mudguards are reasonably wide, and the speed does not exceed three or four miles an hour, no tar will be thrown on the coachwork, although even that speed will not prevent a certain amount from lodging on the inside of the mudguards.

Keep well behind preceding cars when crossing tarred patches. Otherwise the bodywork of your car will receive the spots of tar and tarred stone chippings thrown up by their wheels. Do not be in a hurry to accelerate when you are clear of the tarred surface. By still going slow for a bit, you will give your tyres a chance to get rid of the deleterious matter they have accumulated. Immediate increase of pace



If the car is not fitted with a carburettor choke, efficient starting in cold weather can be obtained by covering the air inlet with a piece of cloth, as depicted.

means that it is thrown on the car instead of the road.

Now for a few hints when, in spite of all precautions, tar has lodged on the coachwork. The great secret is to tackle it without delay. The longer it is left the more damage it will do.

New milk applied by means of wadding or soft flannel is a most effective cleansing agent. The same remark applies to new butter.

When tar or tar chippings have got on unpainted surfaces, or on parts where the paint has been rubbed off, they can be removed by a piece of rag soaked in benzole or methylated spirits. But abstain from these fluids so far as the better finished parts of the coachwork are concerned—they will fetch off paint and varnish as well as tar!

On Taking Delivery.

It has arrived! "It" is that wonderful car you bought at Olympia after much cogitation, and much preliminary searching amongst other less appealing models. Now it is yours until death or a second-hand sale do you part.



When "filling-up" in the rain, make sure that water does not enter the petrol tank. The filling orifice should be covered—a cap is useful for this purpose.

We trust that your new possession will receive that kindly consideration which is the due of "a stranger in a strange land."

Of course, if it is an aristocrat amongst cars—say, a member of the over £1,000 class—you are justified in assuming that you may handle it just as your whim may dictate. But if, on the contrary, it is a medium or inexpensive car, then you must humour it; which means going slow for the first 500 miles. The lesser price does not allow for "running in" previous to purchase.

It is impossible to overestimate the importance of this "running in" process. Unquestionably, it depends upon the way you handle your car during that initial 500 miles as to the service it will give you during its first 15,000 or 20,000 miles.



Erratic firing may only be plug trouble. Little time need be wasted in inspecting the plugs when, maybe, the trouble is immediately located—one might be oiled up, as shown.

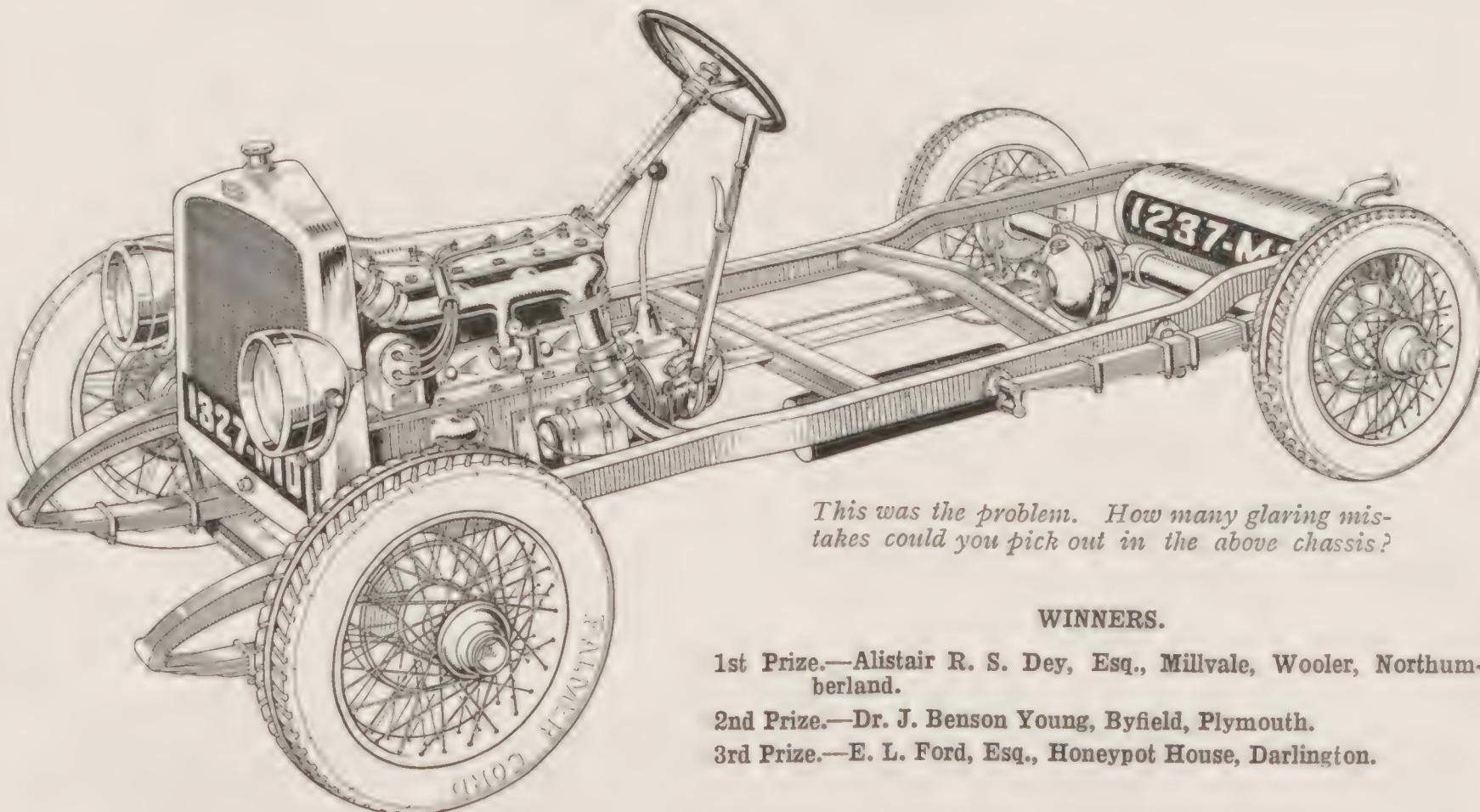
New cars with tight bearings strongly object to speed. Consequently, to be on the safe side, you must limit yourself to 25 m.p.h., on top gear, and approximately the same engine speeds for work on the lower gears.

It may be questioned whether this rule is absolutely inflexible. Well, the new owner who is gifted with a sense of discretion may transgress in strict moderation. If the desire to see what she can do at 30 overtakes him, he can give way for a minute or so. But if he prolongs the period for half an hour he will most distinctly be injuring the future capabilities of his car. Any future ill effects will be the result of his own impetuosity.

Another point in connection with the new car is the necessity for generosity where oil is concerned. This applies to both engine and gear box. Hang the expense for at least the first 2,000 miles, and keep all oil levels full. Change the oil in the engine every 300 miles, and that in the gear box every 500 miles.

RESULT OF THE OCTOBER COMPETITION

That readers like these interesting competitions has been clearly proved by the splendid entry lists. The December Competition will be found on page 11.



This was the problem. How many glaring mistakes could you pick out in the above chassis?

WINNERS.

1st Prize.—Alistair R. S. Dey, Esq., Millvale, Wooler, Northumberland.
 2nd Prize.—Dr. J. Benson Young, Byfield, Plymouth.
 3rd Prize.—E. L. Ford, Esq., Honeypot House, Darlington.

THREE features stand out prominently in regard to the series of interesting competitions we are running. In the first place, the standard of general excellence in the replies is genuinely astonishing. Secondly, about 20 per cent. of the entrants are of the fair sex, and their cleverness is a never-ending delight to witness. And in the third place, the large number of entries is most gratifying, the more so as the pecuniary awards are purely nominal, so that our readers enter for the fun of pitting their wits against those of the artist—which is just the spirit we intended to prevail. The Orl Gonwest chassis in our October issue (reproduced above) proved the remarkable degree of knowledge of motoring matters possessed by many of our readers. All the prizes have been despatched. Incidentally, if any reader has a good “brain wave” for a puzzle we should be glad to hear of it.

CONSOLATION CLASSES.

4TH PRIZE (TIES).

R. Hodges, Esq., Ranmore House, Carlton, Notts.
 Eric R. King, Esq., Berwyn, Sutton Coldfield, Warwickshire.
 A. J. Salmon, Esq., Woodville, Watford.
 Mr. “A.” 1, Ridout Villas, Herne, Kent.

5TH PRIZE (TIES).

Miss Marjorie Eales 5, Larpent Avenue, S.W.15.
 Miss Anne McColm, Erdington, Birmingham.
 G. L. Shepherd, Esq., 30, Richmond Road, Cardiff.

6TH PRIZE (TIES).

W. E. Hope, Esq., 8, Esplanade, Waterloo, Lancs.
 J. E. Whithead, Esq., Meadow Way, Letchworth, Herts.
 R. N. Meares, Esq., Aban Court Hotel, S.W.7.
 S. K. Gilbert, Esq., 13, Maureen Terrace, Seaham.

Neville Hall, Esq., Hall Green, Birmingham.

7TH PRIZE (TIES).

J. H. Backhouse, Esq., 22, Devon Square, Newton Abbot, Devon.
 C. St. Clair Penny, Esq., “Eneri,” Ellesmere Road, W.4.
 Miss V. M. Pullinger, Bridge House, Edenbridge, Kent.
 D. J. Guy, Esq., 8, Belsize Grove, Hampstead.
 H. M. Nicholls, Esq., Station House, Warrington.
 E. Witchell, Esq., Addiscombe, Croydon.
 Miss M. Lovelace, 54, Beechwood Avenue, Kew Gardens, Surrey.
 W. L. Woodward, Esq., 186, Thorne Road, Doncaster.
 S. H. Brand, Esq., 183, Portland Road, Edgbaston, Birmingham.

8TH PRIZE (TIES).

W. Geoffrey Wilson, Esq., The Hills, Bridgnorth, Salop.
 Albert K. Dixon, Esq., 51, Bassett Road, N. Kensington, W.10.

W. Harold Hand, Esq., 25, South Clifton Street, Lytham, Lancs.

Mrs. E. P. Kirkup, 10, St. Andrews Mansions, Dorset Street, W.1.
 S. Keele, Esq., 65, Compton Road, Wolverhampton.
 H. S. Shepherd, Esq., 70, Hospital Street, Nantwich.
 Thomas Guy, Esq., 134, York Road, Lambeth, S.E.1.

9TH PRIZE (TIES).

E. H. Hitchenor, Esq., Sirhowy House, Monmouthshire.
 Charles C. Patrick, Esq., 2, Waterden Crescent, Guildford.
 G. E. Thompson, Esq., 15, Gerrard Road, Chester Square, S.W.1.
 J. S. Littlewood, Esq., Acomb, Yorks.

10TH PRIZE (TIES).

“Vauxhall,” 48, Windsor Road, Levenshulme, Manchester.
 J. M. Campbell, Esq., 5, Plough Row, Rotherhithe, S.E.16.
 W. K. Thorpe, Esq., Sherwood, Nottingham.

W. Flathers, Esq., 14, Pynate Road, Batley, Yorks.

Leslie M. Macpherson, Esq., Golfers' Club, Whitehall Court, S.W.1.

11TH PRIZE (TIES).

Frank T. Archer, Esq., St. Lawrence, Handsworth, Birmingham.
 John A. Stott, Esq., Woodside, Todmorden, Yorks.
 H. R. Farren, Esq., 109, Oxford Road, Acocks Green, Birmingham.
 Eli Page, Esq., Iwood Place, Warbleton, Sussex.
 T. Earland, Esq., Schoolhouse, Highmore, Henley-on-Thames.

12TH PRIZE (TIES).

R. M. Wright, Esq., 57, Adelaide Road, W.12.
 J. H. Fleming, Esq., Sandroyd School, Cobham.
 Miss V. H. Morton, Kewferry Hill House, Northwood, Middlesex.
 Ernest Harrison, Esq., Conservative Club, Temple Row, Birmingham.
 L. Preston, Esq., 7, High Street, Nantwich.

PLEASURE MOTORING IN WINTER

By H. J. SMITH

Why should motoring as a pastime be confined to the Summer? The countryside in Spring and Autumn, respectively, is lovely in a fresh green hue and a rich golden tint, but in its Winter's snow-white cloak it is often a veritable fairyland

AS summer merges into autumn, the number of cars on the road grows less, while when winter arrives cars out for pleasure are often few and far between. This is really curious, because the weather in October is often quite nice; moreover, the countryside is then at its best. The fresh greenery of spring and early summer can be attractive, but they scarcely can compare with the gorgeous tints of autumn.

But is there really any pleasure in motoring in the winter? I can recall journeys when bitter east winds would pierce the thickest clothing, and when it was painful to keep open one's eyes. This, I admit, is not altogether pleasant; but I can also remember many and many a journey on frosty mornings, when the roads were hard, enjoying that exhilarating nip in the air which gives zest to life; and on such a morning the car would hum along as though it also had found renewed energy. A car always runs well on a dry frosty morning. Perhaps it is for the same reason that following a hot day there is a noticeable improvement in the car's running towards the evening.

Thoughts of winter conjure up visions of snow and hoar-frost. And country scenery on a frosty morning cannot be surpassed. An unseen hand has lent enchantment to every tree, and a thin haze, by softening the distance, adds to the beauty of the landscape. The air is very calm, and, when the sun breaks through, the brilliance of the hoar-frost imparts a wonderful purity to everything. Scenes which at another time might appear commonplace are transformed by a touch of Nature into landscapes of dazzling loveliness.

Likewise after a fall of snow the country is very beautiful; but snow is not an unmixed blessing. A little of it is not unpleasant to drive through, but when the depth exceeds two or three inches trouble may be expected. And when the thaw comes! But we will draw a veil over that, and only think about the pleasure of seeing the country under unusual, but beautiful conditions. We cannot, at least in the Midlands and southern parts of England, expect many of those delightful journeys through the country under really wintry conditions, but there are

many days when the sun shines and, were it not for the bare trees and hedgerows, we should almost think that summer had returned before its time. Motoring on these sunny days is quite as enjoyable as at any other time of the year, and though the scenery is of a more severe type, there is a charm about it which is absent during the heat of summer.

Another feature of autumn and winter motoring, which should not be forgotten, is the pleasure of a halt for, say, tea after a long drive through

mits made a picture never to be forgotten.

Country life in winter is supposed to be dull and uninteresting; but with a car there is always something to do.

Perhaps it is the increased difficulties of driving in bad weather which deter many car-owners from motoring all the year round. These difficulties, however, are more imaginary than real. A little snow on the ground makes little or no difference at all. Muddy roads, on the other hand, may be skiddy, but, with careful driving, skidding dangers can be avoided. The great thing is to know one's car, and just what liberties it is safe to take with it. Rough icy roads may be bad for the tyres; but, as a rule, they are not dangerous. The worst kind of road for skidding is the one with a coating of ice covered with a film of water, such as is sometimes found at the beginning of a thaw. Then the greatest caution is necessary, because the sudden application of the brakes, or the taking of a curve at too high a speed, may result in an unpleasant skid.

The greatest bugbear of winter driving, undoubtedly, is fog. In daylight it is bad enough, but after dark is abominable. I have known nights when it is only safe to drive at a snail's pace, and then repeatedly to find that one is off the road and in danger of falling into a ditch.

But here again difficulties can be simplified. By fitting a spot-light on the running board and focusing it on to the edge of the road the possibility of being ditched is greatly reduced. Moreover, while the driver fixes his attention on the road ahead, the passenger can keep an eye on the roadside, and in this manner a very steady progress is easy to maintain. Of course, one must be ready with the brakes in case of emergency.

However, without variety motoring would become too monotonous, and we should soon grow tired of it. And it is only occasionally that these really bad conditions are experienced; therefore, believe me, there is as much enjoyment to be got out of motoring in winter as there is on those summer days when the world and his wife are out and a-wheel!



The beauty of a real winter's morn: Mears Ashby Church in a seasonable setting.

the clear, cold atmosphere. I have memories of a drive across Dartmoor one afternoon fairly late in the year. It was pleasant enough, but there was a keen wind blowing. About tea time we reached the Two Bridges Hotel, and it will be long before I forget the comfortable fire and the real Devonshire tea which we enjoyed. There are few places in Devon where such cream is to be had as at Two Bridges. Night was upon us soon after we left the hotel, and the drive over the Moor to Totnes was sufficiently difficult to be interesting. The hills were bad and the roads narrow and winding, and in the dark to a stranger a little puzzling; but the view by moonlight made up for everything. Wide expanses of moorland, distant hills, and a little crescent of moon just showing above their ragged sum-



THE BEAUTY OF WINTER.

“Orphan hours, the year is dead,
Come and sigh, come and weep ;
Merry hours, smile instead,
For the year is but asleep :
See it smiles as it is sleeping,
Mocking your untimely weeping.”



These delightful snow scenes were taken in the Mears Ashby district, near Northampton. Mears Ashby Church in its wintry cloak gains added beauty, while



Overstone Park gates (No. 7) makes a very charming picture on a winter's morn. And could the beauty of winter be more delightfully pictured than in No. 2 ?



“THE MISTLETOE HUNG—

MINSTER
LOVELL,
THE SCENE
OF
THAT
FAMOUS
BALLAD—



MINSTER LOVELL (about fourteen miles out of Oxford on the road to Burford) gets its name from a priory which was founded in King John's reign, dissolved by Henry V, and all the traces of which have now disappeared.

The old Manor House (now in ruins) which was built from the materials of the dismantled priory early in the fifteenth century, was owned by the Lovell family from Norman times until the last of the family, a staunch supporter of Richard III, aided Lambert Simnel against Henry VII. He was defeated, however, and mysteriously disappeared. Referred to as "Lovell the Dog," an allusion to the family crest, his actual fate is uncertain, though it is said by historians that after the battle he escaped and returned to Minster Lovell, where he was secretly hidden by a faithful retainer, who alone knew of his hiding place. Sudden death of this trusty servant led to the death of Lord Lovell from starvation, and his disappearance remained a mystery.

Three hundred years later, when the once stately building was demolished, a hiding place was discovered, revealing a richly attired figure seated at a table

Lying about half a mile from the main Oxford-Burford road, Minster Lovell is probably one of the most picturesque old-world villages in the country. Claiming, as it does, to be the scene of that famous Christmas ballad, "The Mistletoe Bough," it forms a delightful excuse for a run at this time of year to visit

— IN THE CASTLE HALL”

—AND THE
DISCOVERY
OF
LORD LOVELL
IN HIS
CHAMBER
OF DEATH.



with an open prayer book before him. It is also said that on the admission of the air the body, clothes, and all else crumbled to dust. Thus the mystery of the end of Richard's staunch friend was solved at last.

Probably these incidents, handed down verbally among the villagers as time went on, gave rise to the story that Minster Lovell was the scene of the Mistletoe Bough ballad, and that the Minster was the one in which “The mistletoe hung in the Castle hall.” The ruins of the Manor House, partly surrounded by the Windrush, are at the far end of the village.

Minster Lovell Church, adjoining, is a very beautiful little cruciform building, and contains a splendid alabaster tomb of the Lord Lovell of 1430. The long village street is lined on both sides with typical little Cotswold buildings of grey stone, some with thatched roofs, and others of moss-grown tiles mellowed with age, but all is in harmony.

From the steps of the beautiful war memorial, on the bank of the main Oxford road, a splendid view of the entire village can be seen. Minster Lovell at any time is worth visiting, but the time of the song is the best time of all. K.M.B.



the ruins of the old Manor House, and the many associations of “Lovell the Dog,” the hero of this ancient story. The ruins are attractively pictured in Nos. 3, 5, 6, 7 and 9; No. 2 is a splendid panoramic view of the village; while happy corners of Minster Lovell are shown in Nos. 4, 8, 10, 11 and 12.

THE WHITE LINE

By A BARRISTER-AT-LAW

Doubtless the "white line" will be one of the main deciding factors in accident cases, but it does not follow that the motorist who disregards the line shall immediately become guilty of an offence

THE sudden popularity among highway authorities of the "white line" system of traffic control has already led to the asking of the question, "Is it legal?" In many parts of the country already magistrates and judges have had to decide motoring cases where the chief question in dispute was the position of the respective motorists with regard to the white line. In many accident and reckless driving cases doubtless the line will be one of the deciding factors, and it may be of interest to see how far, at the outset, the existence of the white line on a road can affect the motorist's responsibilities.

First of all, the line is only a guide for the convenience of motorists. Highway authorities and the local police have no Act of Parliament behind them authorising the use of the line. They may have power to control traffic by stopping it or ordering it to go down certain streets one way only, but there is nothing either in the London Traffic Act 1924 or any other Act to say that a motorist who disregards the line shall at once become guilty of an offence.

The white line at present is, as one judge has said, only a "useful precaution." If a motorist is on the wrong side of the line and an accident happens, his position calls for some explanation. But that is as far as the matter goes. A motorist ought not to be made liable just because his off-side wheel is over the line. He may be able to give quite a satisfactory explanation in accordance with law.

Time and again during the past few months magistrates and judges have exonerated drivers who, being over the line, have been able to explain their position.

Take, for instance, the case of a driver overtaking a vehicle standing near the kerb, in a road where there is only room for two lines of traffic. It is impossible for him to proceed unless he does go over the line. In another case a driver may be proceeding along on the proper side of the line when, suddenly, from a blind turning on his near side, another vehicle may come, forcing him to go beyond the white line in order to avoid a collision.

The fact of being over the line would not render the driver guilty of negligence or of driving to the public danger. On the other hand, his being beyond the

line is really commendable carefulness. For these reasons it is inadvisable, in the opinion of legal authorities, to make the white line the only factor when deciding a case in court.

It is quite possible, however, for magistrates to take into consideration the motorist's position with regard to the white line, even though that is the only evidence they have. In a case

direction on their proper side of the line will not be justified in deliberately crashing into the offending vehicle. The fact that they were on their proper side will not excuse them, if by the exercise of ordinary care they could have avoided a collision.

Which throws us back on to the ordinary law of negligence, namely, that the party in whose power lies the last opportunity of avoiding an accident is liable, whether the white line comes into it or not.

Where the position is similar for both vehicles, speed the same, precautions as to look-out and hooting the same, the driver who is over the line will probably be held liable. But accidents so rarely happen that way. There is generally the existence of other traffic or side turnings, or pedestrians which complicate matters and which may possibly provide an excuse for disregarding the line.

The same applies to "driving to the public danger." In an empty street a driver can drive on any part of the road. If other vehicles are present a driver may even go on his wrong side so long as the other drivers consent. And unless there is actual or apprehended danger to life or limb no conviction ought to be sustained in spite of the white line.

The white line, then, is a new factor which must be considered in examining a motorist's liability. But it is not conclusive, and is only a useful precaution, which may make a case easier to decide, the real point for decision still being, "Was the driver, in all the circumstances of the case, negligent or not?"

Another consideration will, for the present, make it impossible to adopt the white line as conclusive in every case—and that is the possibility of obliteration. The ordinary white paint sometimes used is, of course, easily covered in a short time, and even the marking of the white line by means of white stones inlaid in the road will become obliterated in muddy weather. And at night time, in any case, a motorist could plead that he could not see the line.

Until, then, some permanent mode of marking the white line is discovered, it cannot become a conclusive factor, but merely a useful guide.

OUR INFORMATION BUREAU.

A WELL-ORGANISED Information Bureau is always available to "Motor Owner" readers. The service it gives is entirely free. It does not matter as to what species of automobile information you seek, your enquiry will always receive prompt and expert attention. This service covers not only the car and its appurtenances, its equipment and possible defect or improvement, but also touring information, routes, hotels, etc., both at home and abroad. In fact, anything and everything directly or indirectly connected with motoring. Enquiries should be addressed to the Information Bureau, "The Motor Owner," 10 Henrietta Street, Covent Garden, London, W.C.2.

recently at Carlisle the magistrates convicted two drivers for driving to the public danger, and the principal item of evidence was the fact that the drivers at the junction of a busy thoroughfare drove their vehicles outside the white line.

The white line, it was said, was put there by the traffic authorities to be obeyed, and motorists must bear the consequences of disregarding it. Doubtless this was an extreme case where the circumstances justified such a decision. However, a decision of this kind ought not to be made in every case.

The question whether a motorist is driving to the public danger, or is guilty of negligence, depends upon many circumstances which vary with each case. And the white line is only one factor among many. A man cannot, by rigidly keeping inside the line, avoid liability. Because another vehicle comes over on to the wrong side of the line, vehicles coming in the opposite

A TOUR IN CONSTABLE'S COUNTRY

By BASIL SEYMOUR

For those who find themselves in the neighbourhood of Colchester or Ipswich, with time to spare for a short and pleasant tour, there could scarcely be a more delightful trip than a visit to "Constable Country," the heart of which lies within easy reach of both these places

STARTING from the old market town of Manningtree, we first reach Flatford. This lovely spot, which comprises only about half a dozen cottages, is renowned for its beautiful old mill, of which Golding Constable, the father of the artist, was once the owner, and which was the subject of one of Constable's best known pictures. A little farther up the lane at the back of the mill is to be found the old cottage which formed the scene of the famous painting, "The Hay Wain."

From Flatford there is a very pretty walk to Dedham by the banks of the Stour—one which Constable himself often took. It is as well to send the car on to Dedham by road and to make the journey by the river banks.

Dedham was once a centre of the woollen trade, and probably the most interesting feature of the place is the quaint old timbered houses built by the Flemish refugees, a large number of whom settled in the district in the sixteenth century. The church of St. Mary is a fine building which dates back to the fifteenth century, and is believed to have been built by Thomas Webbe, a woollen manufacturer, whose tomb is to be found in the north aisle.

Stratford St. Mary, which lies on the main road to London and was of some importance in the old coaching days, has also close associations with the famous artist, but the old mill, which he painted for his friend, Archdeacon Fisher, is now of the past. The church



"The Hay Wain" cottage, Flatford, the scene of a famous painting.

was founded by Edward and Margaret Mors, whose tombs are in the north aisle. Two pictures which illustrate the beauty of the surrounding country are "The Corn Field" and "The Glebe Farm."

At East Bergholt we reach the birthplace of Constable, who first saw the light of day on June 11th, 1776. The house in which he was born was situated on the north side of the church, but only some of its outbuildings now remain. The son of a well-to-do miller,

the famous artist was originally destined for the Church, but his father later decided that he should become a miller. Fortunately, however, his work lay in the midst of scenery which could scarcely be surpassed for its beauty, and, helped and encouraged by Sir George Beaumont, he did a considerable amount of painting. At last, in 1799, Sir George prevailed upon his father to let him go to London, where he became a student at the Royal Academy.

The Church at East Bergholt is extremely interesting. In the sixteenth century it was rebuilt and a start was made upon building a tower, but it never reached completion owing to lack of funds. As a result of this the five bells, several of which have not been recast for centuries, are kept in a wooden cage in the churchyard. It is claimed that these are the only church bells in the country which are housed on the ground. Inside the church are some fine old brasses of knights and their dames and an interesting relic of the Great War in the shape of a German bomb dropped by an airship during a raid in September 1915. A brass plate describes the bomb as one of forty dropped on the parish and adds, "Nobody was hurt—thank God."

A tour of these villages enables the motorist visitor to see some of the loveliest scenery in East Anglia. Constable himself said that it possessed "an amenity and elegance hardly anywhere else to be found."



Picturesque old Flemish houses at Dedham, a village which was once a centre of the woollen trade.



Flatford Mill, once owned by the artist's father, is well worth a visit.

THE JOHANNESBURG-PRETORIA ROAD

By "KAY"

Who gives a delightful description of this new connecting link, and of the enormous difference which the car has made to the country

WHEN the Prince was with us and the eyes of all England were on South Africa, when in your morning paper you read of his being in Cape Town or perhaps Durban, or that he had arrived at Pretoria, the administrative capital of the Union, and that he would soon be going to that great mining camp Johannesburg, did not some at home in England wonder what these places were really like, and others, who knew the country perhaps during the Boer War and after, did they not long to know what difference the motor car and our modernity had made to the country?

Take, for instance, Pretoria and Johannesburg. What was a day and a half's journey now only takes an hour; and into that drive come such a number of changes, such colour; here the hand of civilisation has pushed Nature into the background; there Nature has held her own, and with great rocks and spiky thorn trees has defied the agriculturalist. Johannesburg herself, barely forty years of age, is well worth a description. The centre of the town is a revelation, beautiful shops, the windows most gorgeously dressed, the macadamised streets full of a busy, hustling population. Then, lower down, the business quarter with its massive stone buildings, the Stock Exchange, the Chamber of Mines, the Banks and the Mining houses, all so new and yet so solidly there as evidence of the great wealth of the city. Farther down comes Motor Town, a town given entirely over to the bartering of motor cars, petrol, oil and car requisites.

That road leads through Parktown, the Mayfair of Johannesburg, where the more fortunate have built themselves homes, planted trees and gardens full of flowers and green lawns, and settled down away from the sound of the mine stamps, and the fine white dust of the dumps that sifts into everything. The road carries you through this cool suburb, past small bungalows at first clustering together, then more and more scattered, until they are left behind, and you are on the open road.

Once over the municipal boundary, the tarred road ends and the curious red "dirt" road begins. This road has an extremely unpleasant habit of corrugating; sometimes you travel

for two or three miles over these corrugations which run at right angles to the road. You find, if you travel too slowly, each corrugation becomes a ditch, and if you travel too fast, you stand a good chance of bouncing off the road! But with the "dirt" road begins the joy of the trip. The road is almost hemmed in on either side with flowering wattle trees, which, in the early spring, are covered with a blaze of golden bloom, and the air is heavy with the sweet intoxicating scent of the mimosa.

As one speeds along one passes, here a flourishing poultry farm, with its neat white runs and white cottage nestling under a peach tree in early bloom, there a Kaffir kraal with its brown huts, thatched and circular, then wide stretches of open veldt, brown, green and blue, until it melts into the purple shadows of the distant hills. The road takes you up hill and down, passing wagons drawn by teams of ten or twelve oxen, wagons drawn by little grey donkeys, going to town to sell the produce from the farms in the purple hills. Some advertise their wares, an orange, a lemon or some naartjes which will be threaded on sticks and tied on either side of the driver's seat. You stop the car and purchase what you want from a woman in a black sun bonnet, while the family in the wagon behind looks on with round-eyed wonderment. You speak to her in English, she replies in Dutch. You neither of you understand, and so smiling you return to your car, the whip is cracked over the oxen, and with a great creak from the heavy laden wagon, they are on their way. And then round the corner there is a road party, their camp by the wayside, and the boys, with picks, all working in time to their song—a long-sustained note for the uplifting of the pick, and then down with the quicker note. They have a boy who conducts, and although this boy demands high wages, employers find that he is a good investment, far more work is done with the song than without it. And so, always flanked by its gorgeous sentinels, with wonderful glimpses of veldt and farm, the road winds down, passing on the right the headquarters of the S.A. Air Force, with its great corrugated iron hangars, on the left the road to Roberts Heights, until a short time ago the property

of the British Government, and the home in Africa of the Imperial troops, now the headquarters of the Union Defence Force; then, between two hills guarded by two Boer War blockhouses, one sees Pretoria.

Pretoria—an hour's drive from Johannesburg, and yet—so different. Johannesburg, big, hustling, bustling, a city crammed with the youth of life. Pretoria—with her wide streets, her shady jacaranda lined side walks, her heavy hot air, for she lies much lower than Johannesburg—old and dreaming.

But the very age of her is a charm to us in a new country, the old houses with their thatched roofs, the old church with its sightless clock face in the tower. How much truth there is in the story I do not know, but I was told that the clock hands and numerals were of pure gold, and that Paul Kruger caused these to be removed and given to him when he went into exile.

Pretoria is very beautiful, lying in a basin fringed with mountains. The newer part of the town has some beautiful buildings, Government House, with its lofty reception rooms, its wide verandahs, its delicious gardens and the wonderful wide view beyond, the station, the Post Office, and Government offices. Away up on the mountain side, with its great arms spread out as if to protect the town below, stands the Union Building, thought by some to be the most beautiful building in Africa, certainly the most beautiful of its kind. The great Baker, the architect, chose his site with inspiration. With the mountain for background, the gracious white building, terracotta roofed, stands out from all sides. For miles the white dome can be seen in the sunlight. Of the inside a book should be written—of its teak panelled walls, its white colonnades, its simple and gracious furnishing, the Prime Minister's room, the rostrum so placed that the orator has the whole of Pretoria before him, and the gardens, terrace upon terrace of green lawns and flowers of every possible shade and kind.

The wise motorist, having gazed his fill on this dream building will turn his car and seek such refreshment as one of the many excellent up-to-date hotels can give him before he climbs up the hill on his homeward way.



“THE SLIPPING CLUTCH”

MOTORING WITH EVE

By MARTIN H. POTTER

From Raglan to Abergavenny, Hereford, Ross, and Symonds Yat

The car brings us into touch with a Saxon tragedy,
an early map, and a primeval home of *Homo sapiens*

EVIE has a mild "grouch" against me because she says I took her to the gate of the Black Mountains and, having done so, closed it in her face.

This, robbed of metaphor, resolves itself into a statement that I drove straight through Abergavenny and took the road to the right for Hereford instead of continuing along the one which climbs about the base of the range to Talgarth.

I even hardened my heart to her plea that we should at least remain long enough in Abergavenny to enable us to climb the Sugar Loaf. Our route was set for more gentle, if none the less lovely, scenes; and time would not permit of such extraneous deviations. She was placated by a solemn promise that some day we would make the town our headquarters, and then she should climb until her understandings cried "Hold, enough." In the meantime, she had to content herself with a near view of the Sugar Loaf and a more distant one of some of its brothers as we passed them on our left.

In due course we left the mountainous district of Monmouthshire and ran into the hilly portions of Herefordshire. Just as we reached Pontrilas, which is well within the Herefordshire border, we passed a white horse. I advised Eve to look out for 99 more, because the old county legend declares that the hundredth white horse seen by a maiden in one day is followed immediately afterwards by the man she is to wed.

My fair companion gave an enigmatical smile, and observed that the old saw had got it all wrong. Her experience was that men, far from being white, were distinctly *dark horses*.

At any rate, we didn't encounter another pale quadruped before reaching Hereford, and only ten more during the entire day; so, presumably, the question of Eve's

future wedded state remains undecided. At Hereford we made our first stop. There are various suggestions as to how this city came by its name, but the most plausible seems to be that it was derived from Saxon words signifying that the place was originally used as a passage-way across the river we now know as the Wye.

Be this as it may, it was to Offa, the Saxon King of Mercia, that Hereford owed its early importance. And the growth of the town in those days had a tragedy of human passions as its basis.

Ethelbert, King of the East Angles, was on a visit to Offa's palace, situated a few miles north of Hereford. The purport of the meeting was to discuss marriage terms between Ethelbert and Offa's daughter. Whether Quendredra, Queen of Mercia, had objections to the marriage or, which is more likely, coveted the throne of Ethelbert for her son, seems to be in doubt; but, in the absence of her husband, the visiting King was foully murdered at her instigation.

Divine vengeance followed quickly on the heels of this terrible crime. Quendredra died of remorse three months after its committal, and the death of her son, for whom she is said

to have sinned, followed closely on her own.

The body of the murdered King was brought from its burial place to the church at Hereford by the command of Offa, who built a magnificent tomb for its reception as a mark of his repudiation of his wife's crime.

As time went on Ethelbert was hailed as a martyred Saint, and his tomb was visited by multitudes of pious people. So it was that Hereford first rose to fame.

Eve and I paid a visit to the cathedral, which stands on the site of Offa's church, and saw some of its glorious possessions—the beautiful shrine of Bishop Cantilupe, which dates back to 1382, in the north transept, the many monuments, and the ancient chair in the choir. King Stephen is said to have sat crowned in this chair when he attended Mass, in 1138, to celebrate the fall of Hereford Castle—held for the Empress Matilda—which he had besieged for several weeks.

We also saw the "Mappa Mundi" in the south aisle of the choir. This ancient map, the second oldest of its size in the world, was drawn by Richard de Haldingham, who was a prebendary of Hereford in 1305. Its usefulness as a map is naturally cur-

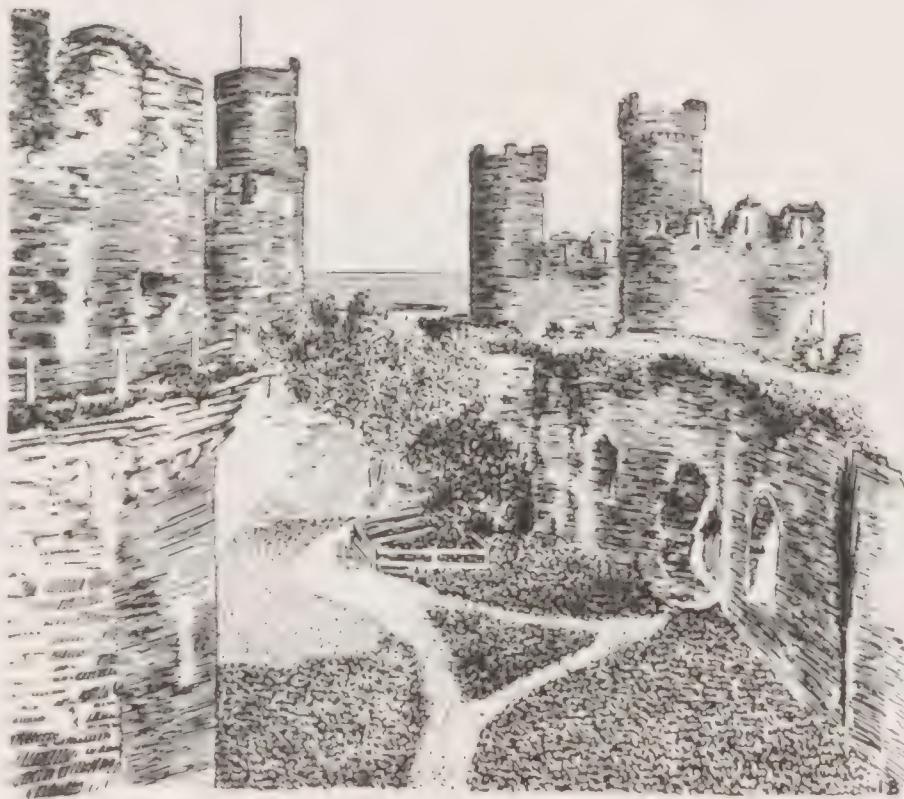
tailed by the want of geographical knowledge in its period. Australia and America are, of course, conspicuous by their absence, but in their place the artistic draughtsman has given us a representation of Paradise and the Day of Judgment!

Then we made our way to the library, where we were permitted to see the many ancient chained manuscripts and old printed volumes. Amongst the former are the four Gospels in Latin, of the ninth century; and of the latter a first edition of the *Golden Legend*, printed by Caxton (1483), is perhaps the gem of the priceless collection.

Much of old Hereford



The Old House, Hereford. It was built in 1620 by John Abel, an architect who held the title of "King's Carpenter."



CONWAY from

London	229 miles
Birmingham	121
Manchester	84
Newcastle	215
Bristol	186
Southampton	239

CONWAY CASTLE

Conway is an ancient fortified town on the North Coast of Wales. It was in Conway Castle that Edward I. was besieged by the Welsh about 1284. In 1665 the Castle was dismantled, not as one might have supposed in the stress of war, but by its owner, an Earl of Conway, who, being of a frugal nature, conceived the bright idea of making money by selling the lead from the roofs.

"Monk" Lewis made Conway Castle the scene of his drama, the "Castle Spectre," and Gray refers to it in his poem "The Bard."

229 miles from London, Conway and its picturesque surroundings are well worth a visit.

And the visit will be the more easily accomplished if you run on "BP," the British Petrol. For "BP" is a pure, uniform, straight run motor spirit. And as has been amply shown in many racing and record breaking successes, for speed, power, acceleration and reliability, nothing equals "BP," the British Petrol.

"BP"
The British Petrol

British Petroleum Co. Ltd Britannic House, Moorgate, E.C.2
Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

33/140 h.p. MERCÉDÈS



The Weyman Four Door
Saloon - Landaulette.

BEAUTY adds GRACE to VIRTUE...

Virgil

The 33/140 h.p. Mercédès is definitely a car of which one may truthfully say its Beauty adds Grace to Virtue. But the buyer of real car excellence is ever more concerned with car virtues than beauty. Since the birth of automobiles the MERCÉDÈS has been pre-eminently a leader—and acknowledged as such throughout the world. The present models of this famous make, equipped with a SUPER-CHARGER, are so superior in road performance that only an actual run can adequately convey their superiority. Thus, for example, does *The Autocar* sum up: "This Mercédès production marks an epoch in automobile history. From a normally docile car, it becomes a greyhound." Such comment from so reserved an authority demands no amplification. May we give you a trial run? It will place you under no obligation.

BRIEF SPECIFICATION

Six-cylinder overhead valve engine, 32.9 h.p. R.A.C. rating. Mercédès patent super-charger; unit construction. Dry plate multiple disc clutch. Pedal applied four-wheel brakes. Independent (internal) hand brake on rear wheels. Four-speed gearbox with helical bevel final drive. Semi-elliptical front springs; cantilever rear. Complete equipment, including mechanical tyre pump, etc., etc. This specification also applies to the 24/100 h.p. Mercédès except that the engine is 80 m/m by 130 m/m, i.e. 23.8 h.p. on R.A.C. rating.

BRITISH MERCÉDÈS Ltd., Mercédès House, 127-130 Long Acre, London, W.C.2



has fallen victim to the onslaught of Time. The strong castle is but a memory, its site covered by a public garden ; but there still remain the beautiful College of Vicars Choral, with its wonderful cloisters, the Episcopal Palace, the Coningsby Hospital and the Old House in the High Town, which, once a butcher's hall, is now a bank. It was built by John Abel in 1620. The architect was given the title of " King's Carpenter " by Charles II.

Writing of the Merry Monarch brings memories of Nell Gwynne, who was born at Hereford in the street which now bears her name. The city can also claim as a son another member of the stage—David Garrick.

We left Hereford by the road we had taken in entering it, but after crossing St. Martin's Bridge took the left-hand fork which leads to Ross.

Just before entering that town, built on a rock, we crossed the winding Wye yet again by the beautiful Elizabethan bridge. Its narrowness is redeemed by a series of embrasures which jut out over the supporting buttresses. In one of these on the north side of the bridge there is a square sundial which has a highly moral rhyming inscription reminding the passer-by of the swift passage of precious time, and begging him to prepare for eternity without delay.

A mile farther on we came to Ross, with its seventeenth-century Market Hall supported on red sandstone pillars. The open space between these pillars forms a market-place, whilst the building above, surmounted by a clock and weather-vane, serves as a council chamber. Facing one side of the building is the house of John Kyle, whose many charities to his native town have been given world-wide prominence by Pope in his " Moral Essays " (1733). The bells of the church where the Man of Ross sleeps his last sleep were chiming as we took the road for Goodrich. They reminded us of the story connected with the casting of the great tenor of the peal. It was one of Kyle's many gifts, and just before the molten metal was ready for the mould he drank a toast to " Church and King," then threw the silver tankard into the crucible so that it might become incorporated with the bell.

And so by the road

which runs through the elbow-bend formed by the convolution of the Wye just below Goodrich Castle, we came to Symond's Yat. A pleasant spot enough, this tiny village on the banks of the silvery river—indeed, only just kept outside the pale of absolute beauty by reason of the railway which threads its way from Ross, and proceeds to Monmouth and Chepstow, hugging the waterway most of the time.

We garaged the car at the Royal and, having partaken of early tea on the verandah, climbed by the path behind the hotel to the view from the famous Yat rock.

Words are inadequate to express the beauty of the most wonderful panorama which greeted our eyes from this elevated spot. Just below our feet nestled the picturesque roofs of the village, with the river lapping up almost to the doors. From this height the ugly railway lines merged into the general beauty of the landscape.

Standing on the jutting rock we realised the aptness of its name. Yat (or gate) it surely is to the double bend of the river. From one side of the peninsula we could drop a coin plumb into the river, and from the other, almost throw one into the second bend of water which is parallel with the first, yet between two and three miles farther up stream.

On the right front we could see much of the country over which our car had carried us. Miles and miles of the rich country of Hereford was spread out. Still farther to the right Goodrich, with the town of Ross beyond it, was in the middle fore-

ground of the picture, and, just faintly visible in the distance, the Wrekin of Shropshire.

Then to our left rose the Great Doward with its steep cliffs which, by reason of their deep red soil, reminded us of Devonshire. The greenness of the woods, the blueness of the skies, the deep purple of the mountains in the distance, made up a coloursome picture painted by Nature which will linger in our memories for ever.

It was hard work to drag Eve away from all this wealth of beauty, but the afternoon was wearing on and we wanted to visit the caves on the Great Doward before dinner. So we made our way down to the village again and were hauled across the river by the primitive rope ferry.

A walk across the Great Doward, under local guidance, brought us to the object of our quest—King Arthur's Hall.

Eve renamed this large cave Primeval Villa, claiming it as the best preserved and oldest specimen of domestic architecture in the surrounding district !

The play of fancy was induced by the fact that countless ages ago, when Man first started to use his brain, some very early members of the genus *Homo* made this their abiding place. One says " very early " because some of their stone tools, discovered by digging away the surface soil, were shaped by Nature, and had been flung aside when their sharp edges became blunted by use.

These Palæolithic householders had not learnt the art of making their weapons and implements of flint flakes broken into sharp splinters by a large round stone, or of splitting them by the agency of fire.

As a matter of fact, both Palæolithic and Neolithic stone instruments were found in this cavern, and with them bones and teeth of extinct animals.

One can only speculate as to whether those fearsome beasts dispossessed man from Primeval Villa, or man ejected them. But Eve says her money would have been on *Man*. In fact she goes so far as to say that the bones were merely the relics of contributions to the larder of Mrs. *Homo Sapiens*, provided by that mighty hunter—her husband !



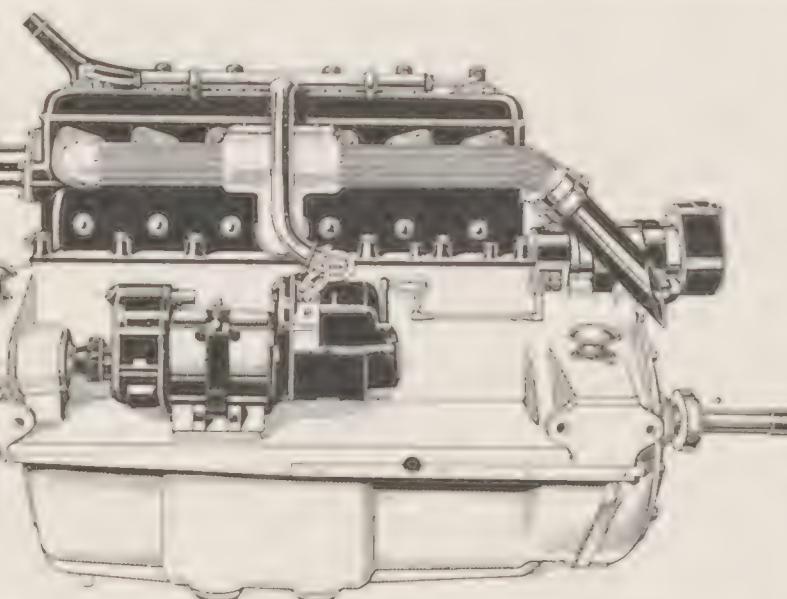
Symond's Yat as seen from the Wye. It once formed part of a British Encampment, and commands a wonderful view.

REMARKABLE NEW BRAKE MECHANISM

The road qualities of Minerva cars are so well known that we pass in our commentary, in favour of detailing the excellent characteristics of the new brake apparatus on these famous cars

IT is really hardly necessary to expatiate at any material length on the general functioning of a Minerva car. The reputation of a Minerva chassis is such that as to ordinary road behaviour there can be little call for comment. It has for long been a car the general road performance of which has been internationally accepted as a criterion of all-round automobile excellence. We purport, therefore, confining our comments on this occasion to the very remarkable new design of brake mechanism with which the latest model Minerva chassis are fitted. It is known as the Dewandre vacuum servo-brake mechanism, and whilst that name gives a reasonably intelligent description of the functioning of this new apparatus, it fails entirely when one wants to convey an adequate interpretation of actual road performance.

A somewhat protracted road test leaves us definitely of the opinion that this Dewandre vacuum servo-brake mechanism is a distinct step forward in perfecting the design of the modern motor car. To those motorists who are



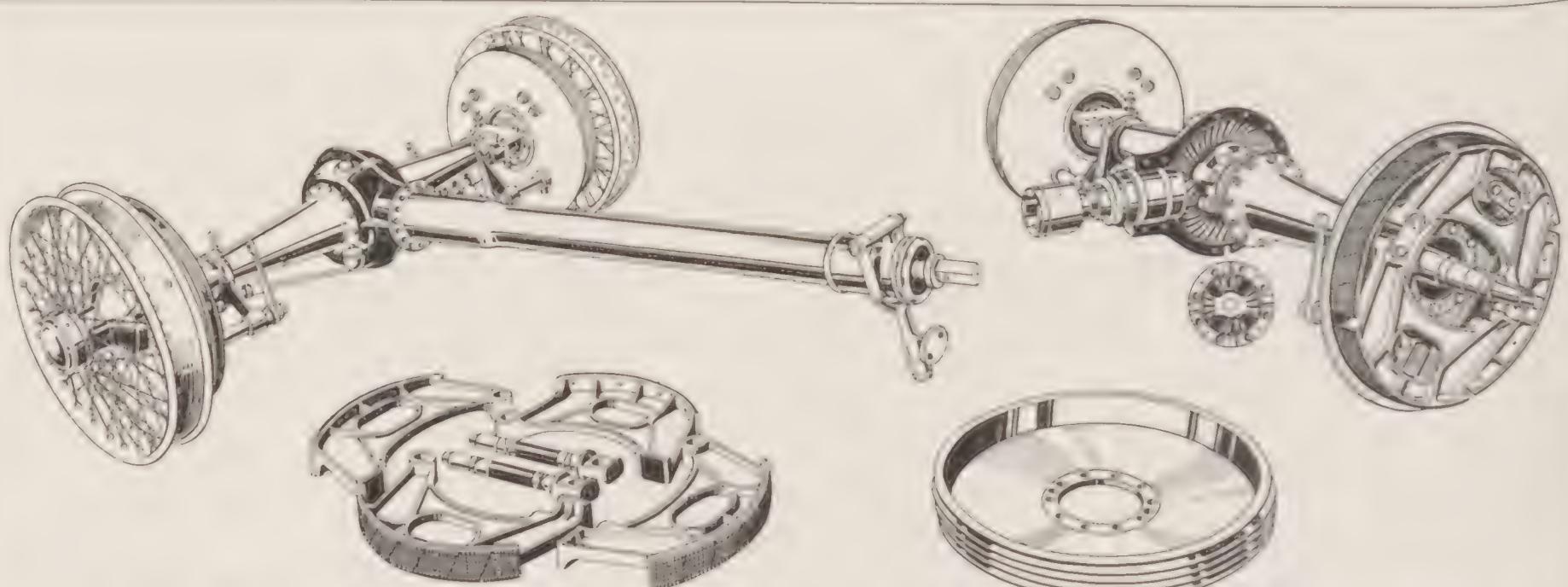
The Minerva engine is a splendid example of high-grade automobile engineering—efficiency and cleanliness of design, and beautiful finish.

au fait with the general types of servo brake mechanism it is well known that whilst they may minimise the effort requisite for the driver when applying four-wheel brakes, such achievement is gained with sundry offsetting disadvantages. For example, accidents have been caused in emergency by a driver slightly losing his head and overusing the power available from such mechanism, with the result that the wheels become locked and the car consequently out of control. Then

again, the friction surface responsible for the servo energising effect is the same as any other frictional surface, and therefore a variable quantity, according to the condition of the surface.

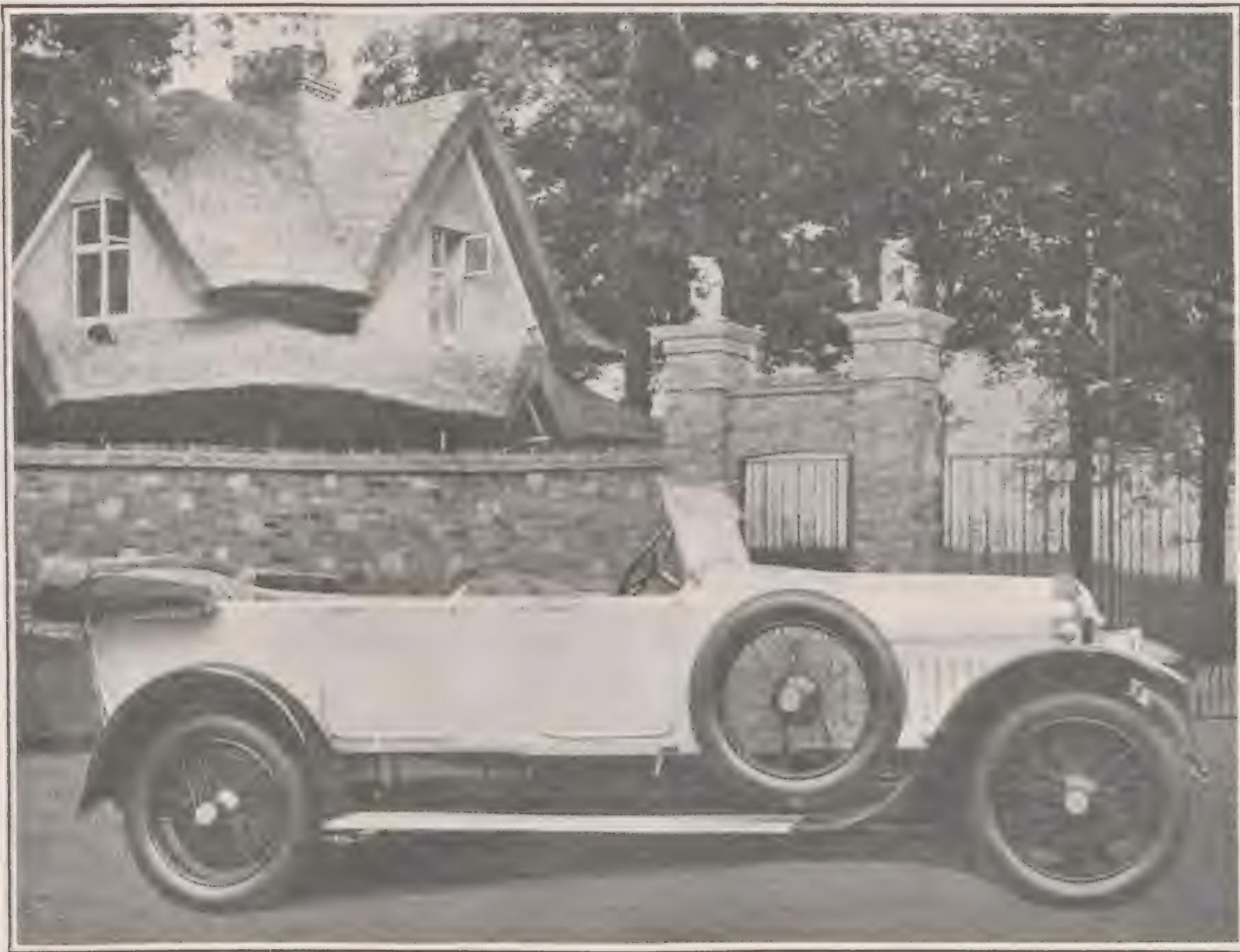
It is vital to note, however, that the Dewandre gear is so arranged that when the valve opens the full force of the suction does not apply the brake full force, as the fulcrum point in question causes the valve to close again, so that the movement of the pedal is exactly reproduced in the movement of the piston. If, for example, you depress the pedal half an inch you would get a

corresponding result in the brake effort applied. That particular brake effort will, as our American friends phrase it, "stay put" just so long as the brake pedal is kept in that position. If you again move the brake pedal another half an inch, a corresponding increase of brake effort comes into being. On the road the practical result of all this theory is that the new Minerva brake mechanism is ideal in operation and represents a very definite advance in automobile perfection.

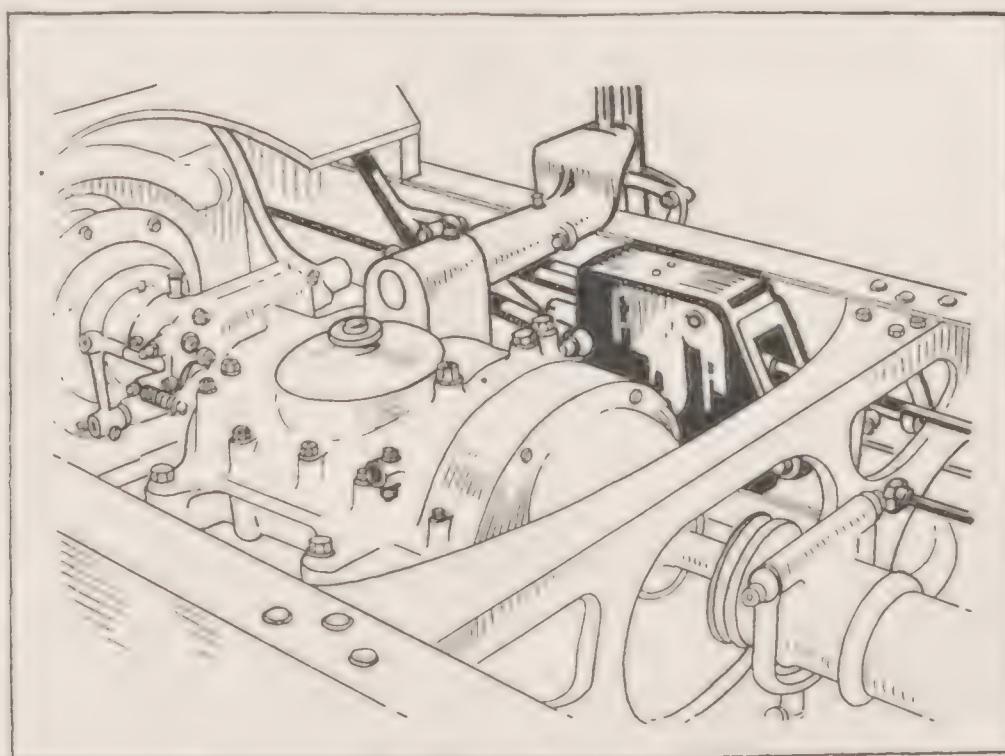


Our sketch above gives the reader an excellent view of the neat rear axle construction, and shows also the large brakes with their double cam-operating levers. Below can be seen the four large brake shoes, and assembly pins.

The final spiral-bevel-drive to the crown wheel is clearly shown in the uppermost sketch: also the differential gear and the efficient internal expanding brake mechanism. Below is shown the large surface area of the drums.



The Minerva car has long held a position of high esteem in the world of automobilism. By incorporating a new and improved system of four-wheel braking it now goes still further ahead in up-to-date design.



In this view you see the Dewandre vacuum servo mechanism housed just to the right of the gearbox. As it is self-lubricating, it requires no attention.

“LEARN TO WALK . . .”

By ROBERT W. BEARE

To be able to run, to walk is the first thing to learn. So in radio matters, to be able to tackle “stunt circuits,” the operation of a crystal receiver must first be thoroughly understood

THE radio set is very much in the position of the “eleven-point-nine” in offering an embarrassment of riches in the matter of selection of a particular example; and this is doubly true when that set is to be home constructed instead of purchased “ready made.” In the latter case it is often purely a question of available cash, but the amateur constructor has a much wider scope. Only too often, attracted by the “test report” of some publicly advocated circuit, he embarks upon a task of construction which is more than likely to bring him disappointment.

For there are two factors which are almost equally important in securing satisfaction—and the more elaborate the contemplated set the more nearly vital are those factors. They are, firstly, efficient design and construction, and, secondly—a very close second, by the way—operating skill. By slavishly following instructions, it is possible for the absolute novice to reproduce any set described in the wireless periodicals; and if he is lucky it will work perfectly at the first time of switching on. But with the best intentions in the world some slight departure from the pattern is almost certain to be made. The result will probably be entirely to upset the necessary balance on the high frequency side of the set—and he is absolutely lost!

The question arises, then, as to what type of set should be decided upon in each individual case, and there, of course, I can only help in a general way. I do say most emphatically, however, don’t start experimenting with valves until you know something of the operation of a crystal receiver; don’t have anything to do with high frequency amplification until you are quite at home with the management of a single valve regenerative receiver; and don’t attempt two-stage low frequency amplification until you have gauged the requirements of a single stage. And, finally, shun anything in the nature of a “stunt” circuit as you would the plague until you have mastered all the matters set forth above.

With that general advice, let us briefly review the different forms of receiver embodying “straight” circuits available for the amateur’s selec-

tion. A “straight” circuit, perhaps I should explain, is one in which each valve is employed for a specific purpose, and for that purpose only. A “stunt” circuit, on the other hand, is one in which an effort is made to save a valve by employing one valve to perform two or more distinct functions; or in which, by carrying reaction far beyond the normal limits, either range or volume is enormously increased.

Such sets are very interesting to experiment with, and sometimes give really astonishing results—but experiment *after* you have found out what a single valve can do in a straight circuit.

The precise type of set to be selected depends upon two things—are telephones, or is a loud speaker, to be used; and are you going to be content with the local station and perhaps one other, or will you develop into a “station hunter,” with all Europe (and bits of America) for your playground?

If I had space, these broad divisions could be still further subdivided. But the main point is that if you don’t

want to roam far afield, a detector valve followed by one or two stages of low frequency amplification will give you greater loud speaker volume than you will know what to do with; while if there is any likelihood of your wanting to “reach out,” you must use a stage of high frequency amplification. Later, a two stage amplifier may be used; but I consider that the problems of reaction control and tuning in general are far beyond the beginner’s powers.

The natural development is from the crystal to the single valve; the addition then, first of a stage of high frequency amplification, and second of a stage of “low.” You will immediately go and purchase a loud speaker; and, finding the volume not so great as you desire, add a further stage of low frequency amplification.

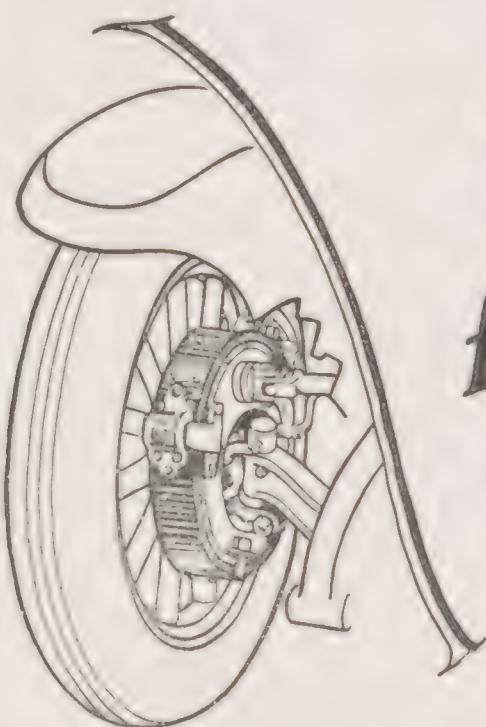
And then you will find yourself right in the midst of all sorts of problems—excessive volume, accompanied by more or less distortion; uncontrollable oscillation of the first valve, and so forth. If you are wise you will use a power valve for the last stage, following the maker’s instructions rigidly as to anode and grid potentials, and so quell the distortion fiend; and, when listening to the local station on the loud speaker, you will “turn out” the first valve by its rheostat. Don’t on any account use a switch for the purpose; the convenience is fallacious.

A method which I have adopted in connection with a five valve Neutrodyne receiver gives good results, however; and it does employ a switch. When using the set simply for loud-speaker reception of the local station a two-point Burndept antecapacity switch is so connected that it breaks the filament circuit of the first two (high-frequency) valves and transfers the primary input of the third Neutrodyne transformer to earth. The earth then becomes the energy collector, no aerial being in use. No diminution in volume is noticeable as compared with that obtained when aerial and earth are connected in conventional fashion, and the minimum of possible interference with the high-frequency circuits is thus involved.

Such expedients are, of course, matters for experiment in individual cases; generally the advice as to avoidance of switching holds good.



The C.A.V. “Tom-Tit” loud speaker, like the bird whose name it bears, is one of the liveliest performers of its size. It gives ample volume for the average size room, with clear reproduction of all sounds; while in construction it is as scientifically sound as the larger C.A.V. models. Height, 13½ ins.; diameter of flare, 7½ ins.; base, 4 ins. It can be obtained in black crystalline enamel, or black bright enamel (2,000 ohms) for £1 7s. 6d., or in imitation tortoiseshell flare (2,000 ohms) for £1 10s.



The finest Brake in the World

REALISING the all-importance of absolutely reliable braking, Buick Canadian Engineers, after months of exhaustive research, have produced the brake now standardised on the 1926 "BRITISH EMPIRE BUICK."

Here at last is the brake that *never fails*. No matter what the demand, what the emergency, Buick four-wheel brakes, at slight pressure, will bring you to a swift stop from any speed without jerk or jolt, without skid. The brake bands "wrap" round the drums. Paradoxically, the forward movement of the car aids its stopping. Rain, mud, heat, grease, all are powerless to affect its enclosed perfect mechanism. You may rely on Buick Brakes always, and when you need them most, then will they serve you best.

Real Driving Ease.

Not only is the Buick easy to stop, it is delightfully easy to start in any weather, and easy to control on any road surface at any speed. Buick floating cantilever springing eliminates every hint of sideways. Foot controls are exactly right, horn, throttle, ignition and anti-dazzle headlights are controlled from the steering wheel, which responds at a touch.

Bodies of British Conception.

Specially designed for the 1926 Mark 1, Buick bodies include refinements found before only on high-priced "built to order" coachwork. Two-tone colour schemes in wonderfully durable Viscose finish, leather upholstery to match, in-de-action one-man hood, clear vision rigid side curtains, unexpected luxury in closed models, and the most generous accessories equipment ever found on any one car. Value extraordinary!

Sealed for Protection.

Independent engineers are convinced that the efficiency of the British Empire Buick will last twice as long as on most cars. No dirt can reach moving parts. Protective covers seal the engine and chassis. The air cleaner and oil filter prevent dust forming an abrasive compound and damaging the engine. The petrol strainer keeps grit and water away from the carburettor.

Prices.

All twelve models, shown a masterpiece of beauty and comfort, are fully described in "The Book of the British Empire Buick." Your copy is ready. These three samples demonstrate Buick's record-breaking value.

<i>Majestic Tower 20 58 h.p. . . .</i>	<i>£399</i>
<i>Dominion Saloon 20 58 h.p. . . .</i>	<i>£495</i>
<i>Pal'min Limousine 25/75 h.p. . .</i>	<i>£795</i>

When better Cars ARE built, Buick will build them.

GENERAL MOTORS, LTD., Edgware Road, The Hyde, LONDON, N.W.9.

The British





£280

This low price makes it the
Greatest Value in History

ESSEX COACH

The one issue with Essex has always been to give greatest value for money. To-day that aim reaches its highest attainment in the lowest prices for the finest Essex ever built. The largest output of 6-cylinder cars in the world makes the low price possible.

The enormous production of more than 1,500 cars a day gives advantages in

economical purchase of materials, savings in manufacture and low cost of distribution that are recognised throughout the motor industry as being exclusive to Hudson-Essex.

The high public estimation of the Essex is due entirely to what owners say of the car, and is altogether responsible for its increasing sales success.

Capt. E. de Normanville, writing in the "Daily Chronicle," October 16th, says:—

"Remarkable value. For the intending purchaser whose mind is solely concerned with value for money, the Essex still stands as a criterion. It is not merely that you get a smart six-cylinder five-seater saloon for £280, but its running qualities are so good that

without practical experience it would be difficult to credit their quality at the price. So far as I can see, it is the cheapest six-cylinder saloon, yet it has a more refined road performance than many cars costing 50 or even 100 per cent. more."

Write for ESSEX COACH AND CHASSIS FOLDERS, Set "M.O" to:

HUDSON ESSEX
ACTON VALE



MOTORS LIMITED
LONDON, W.5



MATTERS OF FEMININE INTEREST

CERTAINLY the car comes first in the above considerations, for what is so hateful as to embark on the multiplicity of Christmas shopping items without one? Moreover, it is certainly at least every man's duty to possess a car at Christmas, since it solves so many problems for his feminine relations as to a present!

"Something for the car" is always certain to give him pleasure and be used; whereas ties, socks, handkerchiefs or cigars may be carefully hidden away and never seen any more! Tastes do not always coincide on these matters. Not every mere man can choose feminine apparel with unerring instinct!

But though at Christmas time no very new fashions are likely to be launched, there is always a heavy demand upon the resources of every wardrobe at this season, and certainly the fashion tends more and more to the giving of presents of a practical order, at any rate within family circles.

Of course, one of the most acceptable of presents is a fur coat, or even one of the new fur ties, for never has the furrier's art so surpassed itself. Lightness is the first law of the season's fashions, yet our long coats are expected also to flare at the hem. To achieve these two aims in fur is almost the work of a genie, but the new models are comfortable weight even for walking. Big shawl collars adorn many long coats, and those that do not flare at the hem are often provided with pleats, one at either side, or an inverted pleat at the back. For the flared coat moleskin lends itself happily, but with the fashion for black, broad tail and Persian lamb are greatly to be coveted. Furs are subtly treated in the dyers' hands, too, this season, and are seen as a trimming in bottle green and

some bordeaux shades. The result is very effective, but it is doubtful if the mode will last very long. Many new furs are pressed into feminine service to keep pace with the demands, but badger is still one of the best hard-wearing everyday furs for alliance

bers of bracelets may be worn at a time, jostling one another up the arm in a manner that last year would have been regarded as more than doubtful taste. Whereas, too, we have become used to the wearing of perhaps one good ring, several may now flash at a time from the same hand. It certainly takes some getting used to.

The Eton crop and the shingled head both emphasise the contradiction of flared skirts and Victorian ideas in jewellery. Evening gowns are gorgeously embroidered, and bear a closer relationship than ever to those that appear on the stage. Except for the *jeune fille* the décolletage of most is a long vee at the back and considerably higher in the front. Wing sleeves in georgette are sometimes seen, otherwise the gown is sleeveless. The circular skirt is likely to outrival the godet.

In the case of the flared skirt, the flare is never all round, either at the sides or the front, leaving the back plain, and it is all-important that where a frock and coat are worn together there should be no confusion of flaring. In the world of pleated skirts the honeycomb pleat is the newest, but the inverted pleat is for many purposes more practical and less extravagant. It is, in fact, remarkable that fashions as a whole are very practical and comfortable this winter, lending themselves so readily to the needs of the motoring woman; there is to-day no

particular form of "motoring attire," for the entire wardrobe is serviceable for the enormous field of activities that a car facilitates. We are allowed puttees to match our coats if we do not care for the Russian boot, and we are given an almost limitless range of stockinette and woollen materials for the two-piece suits and



This magnificent "Dundas" evening and motoring wrap can be obtained in moleskin and fox, in nutria and sable squirrel. It is a model by the National Fur Co.

with cloth or tweed, while at the opposite end of the scale we find flying fox and grey Persian lamb decorating Kasha and marocain.

This year things are made easy for even the most conventional offerings, since bracelets, earrings and jewellery in general is being more worn than since the days before the War. Num-

day frocks that have so firmly decreed the long sleeve for winter weather.

Silk stockings are prone to have a hard life in the muddy days of December, and the changes that are setting in as regards their colour make a Christmas offering in this direction very acceptable. The new metal thread stockings in gold or silver are by no means inexpensive, but an alternative is the pale flesh shade that is very happy in alliance with metal tissue shoes for dances.

Warm gloves, scarves and compact handbags and pochettes leap to the imagination as suitable offerings for the motorist. A dainty evening bag, on the other hand, is a delightful present. One that asked to escort a lilac or parma dance frock was made in the form of a bunch of violets, stems upwards, with the leaves and massed flowers as the lower portion of the bag. Incidentally, being of French origin, it had been delicately perfumed with violette de parme, affording it the last word in daintiness.

But among the homely presents there are pretty smocked overalls for garage or road repairs, since they are just as practical as the old-fashioned and ugly "boiler suit" or factory garment; and, after all, no goddess of the car wishes to sacrifice her divinity on the mere altar of overalls.



Ideal for the feminine motorist, the "Vivian" model wrap is obtainable from the National Fur Co. in three materials—in moleskin trimmed fox: in sealskin trimmed skunk: and in seal coney trimmed skunk.

Undies, too, are so attractive these days as to come within the realm of presents, and lovely as are the coloured crepes and georgettes, it should be

remembered that the most *de luxe* and exclusive of all are the exquisite little garments in the finest linen lawn, with drawn threads and real lace. Matinée caps, and even cosy boudoir dressing-gowns and amusing pyjama lounge suits are among the possible presents that the family may offer.

But on the shopping expeditions at this season the really important people to consider are the denizens of the nursery. Party frocks are quite irresistible for dainty little ladies of four and five. Designed after the fashions of grown-up dresses, a little georgette frock is trimmed at the hem with two rows of saxe blue roses in crepe de chine ribbon, the yoke and neck being bound with the same colour, as also the sleeveless arms. Ribbon is all *de rigueur* for baby garments; it may decorate a cosy little bonnet, giving it a "quartered effect" by means of ruched ribbon or ribbon in flat loops, or it is even permissible to introduce touches of colour by means of fine ribbon work on to infants' gowns. It is, of course, of first importance to choose a ribbon that really washes well.

The modern little girl usually wears pyjamas, at any rate in the winter, and if these are made with a yoke and a tiny knot of ribbon and binding at the neck and sleeves, she will find them quite distinctive and decorative.



Here are three exquisite models by Reville, Ltd.—a smart evening wrap in English velvet of the new "Fastifect" process, trimmed chinchilla: a warm motoring coat over an attractive sports suit with tweed skirt: and, on the right, a young lady's walking or motoring suit in English velvet, trimmed squirrel, for autumn or winter wear.



A nightmare result of too sudden acceleration with Turkey and Christmas pudding.

A CAR OF DIGNITY AND AMPLE POWER

The Hudson Super-Six is a particularly fine example of the better quality cars emanating from the other side. It is robust and roomy and has an ample turn of speed with long-wearing characteristics

WHEN anyone who is experienced in forming reliable judgments as to comparative car performances has had an extended run on a Hudson Super-Six, there is one query which will definitely arise. That query is precise and very much to the point—"How can it be done for the money?"

We are accustomed, when dealing with cars imported from the other side and produced in considerable quantities, to be astonished at the general appearance of value for money even when they are sold over here, some thousands of miles from their point of production. But in the immortal



There is an efficient sun and rain protecting shield, an adjustable scuttle ventilator, and useful parking lamps.

performing chassis produced on the other side. In these little review articles as to various cars which are submitted to us for testing purposes, we consider it our "job in life" to deal solely with the question of the car's performance as a car. It is in no wise our province, in a motor magazine, to voice any political views we may have.

Applying that maxim, and at the same time emphasising the fact that the particular Hudson car with which we have recently done a fair amount of testing has over sixteen thousand miles to its credit, we must say that it is a



Every reasonable comfort is available—note the adjustable arm-rest, the excellent upholstery, and the convenient foot-rest.

words of Shakespeare, "All that glitters is not gold," and applying that wise adage to the subject matter in hand—all that looks like a particularly good motor car need not necessarily be one. And more especially must this be the case when one looks forward to formulating a judgment on the car's capabilities at the end of, say, ten or twenty thousand miles. Cutting a long story short, we most of us know that all that looks good in a motor-car is not necessarily so, after it has been through the gruelling mill of ten thousand miles on the road.

But in the Hudson Super-Six we have a genuine and glorious exception. Apart from the very moderate price at which it is sold, it is certainly to be classed amongst the best of the road



Note the excellent spare-wheel carrier, the generous interior lighting design, and the large capacity fuel tank.

definitely fine production. It has a splendid air of solidity which permeates the whole "feel" of the car, whether one looks at the matter from the standpoint of road holding qualities, its commodious and dignified coach-work, or its engine and kindred chassis units.

Of course 30 h.p., in these days of small engines, is a very nice little power unit to have ensconced under the bonnet. British motorists, in the bulk, can have but very little appreciation of the asinine stupidity of our present taxation basis. The feel of a really well designed big six such as the Hudson is in an entirely different category, and



Folding occasional seats are fitted, and wide doors give ease of access to all seats. The body is highly finished.

for all normal speed driving the petrol consumption (at the present moderate price of petrol) stands the strictest comparison in loss of mileage with gain of driving charm.

Extreme care is taken in every phase of production, and the balanced crank-shaft, in particular, will stand comparison with everything that science knows in the way of producing the nearest practicable to crank-shaft perfection. Connecting rods and pistons are all carefully balanced to the merest fraction of an ounce. All this conscientious and painstaking care in the production of a really well-designed chassis makes the Hudson Super-Six what it is—a very moderately priced big car possessed of very definitely creditable road achievement.



The ghostly and troubled gaze of the old "gollywog" mascot of the Star Inn, at Alfriston, offers a glaring contrast to the happy aspect of him who drives this handsome Hudson Coach. But how could the owner of a car which gives such all-round good service—comfort, efficiency and simplicity—be other than happy in his absolute satisfaction?

GEMS OF NORTH CORNWALL

By J. D. GRIFFITH DAVIES

Few counties in England can rival at this time of year the many and varied attractions offered to visitors by Cornwall. And below our contributor deals with the most interesting of these in the Northern district

LOVERS of the relentless sea and a bleak, austere countryside should not fail to visit the North Cornish coast. A car is essential, for the railways are few and far between, and in that part of the world seem to avoid those very places which interest the holiday-maker. True, the roads are not good; nevertheless, I can vouch for their use with the average light car; so, gentle reader, have no fears.

From Hartland, just over the border in Devon, to Pentire Point, on the northern side of the sandy estuary of the Camel, stretches a coastline that cannot be rivalled for sheer rugged beauty. To describe it is well-nigh impossible, even to those who know it well; my advice is to go and see it for yourselves, and I shall be greatly surprised if you return disappointed.

Our starting point shall be Moorwinstow, that tiny hamlet which nestles so snugly in the gold and purple gorse-clad moorlands, on the lip of the mighty Hennaciff, the highest cliff in the duchy.

Robert Stephen Hawker, the king of Cornish poets, was vicar of this parish for over forty years, and all his serious work was done in a little hut erected in the face of the cliff and in full view of the proud Atlantic Ocean. If you know his poems you will see the influence of the sea in his lines; they are rough and furious, yet sometimes calm and peaceful. Hawker was a great exponent of the ballad; and his "Ballad of the Western Men" deceived both Scott and Macaulay into the belief that it was a traditional seventeenth century work.

Moorwinstow was a wild and lawless place when Hawker was appointed to it in 1834; the people lived for a wreck, and smuggled brandy under the very noses of the King's officers. Before his death in 1875, Hawker changed all this, and Moorwinstow enjoyed a world-wide fame as the friend of the shipwrecked.

Readers of *Westward Ho!* will doubtless remember that Kingsley laid some of the scenes of that delightful adventure story at Capel and Stowe, both of which are hard by Moorwinstow.

In the seventeenth century Stowe was the home of the Grenvilles, but their magnificent manor house has long since disappeared. It was Sir Bevil Grenville who raised the loyal Cornishmen in defence of Charles I. He was a typical old-time knight; loyal to his God and King; kind and generous to his neighbours and tenants. He fell at Lansdown leading his men against the foes of the King. At the sight of their leader, writhing in mortal agony, the stout-hearted miners and fishermen wavered and would have fallen back had not the giant Anthony Payne, Sir Bevil's faithful henchman, hoisted his master's little son on his shoulders and charged the enemy.

Of Bude and Boscastle I shall not write. In a way which is very hard to explain they differ from other Cornish towns; there is something so uninteresting about them. Besides, we must hasten to Tintagel, the

birthplace of the illustrious Arthur and the gem of North Cornwall.

The village will disappoint you if you are visiting Tintagel for the first time. With one or two exceptions the houses are unattractive, and everywhere are crude attempts at advertisement, chiefly extolling the cardinal virtues of a Cornish tea.

Don't think for a moment that I despise that estimable institution. I don't; but frankly, I do believe that it should not be talked about—at least not until one is suffering from the after effects of that thick cream and those piled dishes of luscious fruit which prove so tempting after a long run in the bracing sea air. But I am digressing; I must escort you to the Castle wherein Arthur first saw the light of day.

The car must be parked in the village, and for three-quarters of a mile we will stretch our legs in a glorious little valley, heath-clad, with the sea peeping through at the farthest end. It is a fitting atmosphere for the romantic story of Arthur, and I don't think you will find it difficult to make your minds bridge the gulf of Time and wallow in the glories of the dim and distant past.

On the left-hand side, as we approach the sea, can be seen some ruined walls; these are the remains of the castle's outer works. The main building stood on a lofty rock which is joined to the mainland by a narrow causeway. The ascent is steep, and to some terrifying; however, the danger is more apparent than real, for the kindly owners have hewn steps and provided a hand-rail for the visitors' use. The castellan is a charming old lady, who, if her tongue be suitably loosened, will supplement the Arthurian Legend with tales as yet unrecorded by the serious historian. Vivid as her history is, I think it advisable to adhere to the facts as recorded by twelfth century Geoffrey of Monmouth.

Back in the fifth century the lord of Tintagel was Gorlois, Duke of Cornwall, a powerful vassal of Uther Pendragon, the



The tablet over the entrance to the vicarage reads:—

*A house, a glebe, a pound a day,
A pleasant place to watch and pray,
Be true to Church, be kind to poor,
A minister for ever more.*



Porthqueen, near Port Isaac, is a typical Cornish coastal village, and its ruggedness is very marked.



Below is Pentire Point, near Padstow. The rugged nature of the Cornish coast is very marked in this locality.

As a contrast to Porthqueen, Port Isaac Bay is neat and picturesque. Tintagel Head can be seen in the distance.

Pentargan Cove (below) is a popular place on the Cornish coast. Many miles of the coastline is visible from here.

A delightful view of Moorainstow Church, showing also the ancient Cross.



King of Britain. One Easter Uther summoned all his vassals to a great court at London, and thither came Gorlois and Igerne, his beautiful wife. Her beauty filled Uther with desire, and he paid Igerne every attention at the feast. Gorlois, however, grew afraid; and he determined to frustrate his royal master's purpose by removing Igerne to Tintagel whilst he defended its approaches. Enraged at his vassal's action, Uther followed Gorlois into the west, and after a stiff fight managed to confine him within one of his own castles. Even that would not help him to enter Tintagel, which was impregnable. He thereupon called to his aid Merlin, the magician, who by his black art gave Uther the form of Gorlois. In this way he reached Igerne's side, and she unsuspectingly returned his love. Arthur was the consequence of this impudent piece of deception.

Possibly nothing remains of the Arthurian castle save the little chapel of St. Julitta, the foundations of which can be seen on the castle rock. The walls of the castle itself have fallen into decay, yet the cement has, in many places, stood the test of time.

A glorious view is to be had from the summit of the rock. To the north lies Hartland, and if a storm is brewing we shall catch a glimpse of Lundy Island; to the southward the eye follows the mighty wall of cliffs to Pentire Point. It is a dangerous stretch of coast, and Cornish sailors have an old rhyme which runs:—

"From Hartland Point to Padstow
Light
"Is a watery grave by day
or night."

The church at Tintagel is said to be one of the finest in the whole of Cornwall; we might walk back to the car past it. This delightful old building stands on the lip of a high cliff, and is exposed to the rough gales of the Atlantic. In the churchyard you will notice that the tombstones have been buttressed with brick in order to preserve them from the fury of the wind.

Our next halt will be Trebarwith, which is the proud possessor of a fine sandy beach, so unusual on this rocky shore. The sea is always angry at Trebarwith, but the bather will find it great fun frolicking in the gigantic breakers

that crown the shore with a mass of shimmering snow-white foam. For a dressing-room the visitor can select one of the many caves that are to be found there; and when leisurely resuming his garments he can let his mind wander back to the days when those very caves were the haunt of the sturdy smuggler.

In Cornwall smuggling was regarded as an honourable occupation, although the Law took an opposite view, and vainly tried to stamp it out by imposing upon the smuggler the felon's brand. High and low, rich and poor, and even the clergy turned their hand to this fascinating occupation.

A tale might serve to illustrate this.

One Sunday morning a Cornish parson was preaching to his people when he noticed that they began to grow restless in their pews. He divined the cause in an instant, and, looking out of the window, he saw a Jersey vessel nearing the land. Throwing aside his surplice and cassock, he led his flock to the beach and superintended the landing of the brandy. Work over, the parson led them back to church again and continued the morning service.

If you are really interested in these old stories buy a copy of the late Sabine Baring Gould's novel, *In the Roar of the Sea*.

South of Trebarwith we come to Port Isaac and Port Quin, both of which played a noble part in the "running" of contraband goods. The former is a large fishing village peopled with hardy fishermen, who will often give the visitor an excellent day's fishing. The latter is now a deserted village, although fifty years ago it

possessed one of the proudest fishing fleets in North Cornwall. Alas, one day the sea took those sturdy fishermen to herself, and their homes fell into decay.

We must now make our way to Pentire Point, for, as Mr. Arthur Norway, one of the leading authorities on Cornwall, has said, "those who leave Cornwall without visiting Pentire have missed its noblest scenery."

Noblest is the only adjective that will describe Pentire; there is something so gigantic about it all; something so awe-inspiring, so that we can but gaze spell-bound at its glories. On a fine day Port Isaac Bay will be calm, and speckled with the grey sails of the fishing fleet; in late autumn that same bay is a seething fury. Farther way to the north we see Hartland and Moorwinstow, with the rock of Tintagel standing boldly out to sea. Southward is Trevose Head, with the lighthouse glistening white in the sun; and at night flashing its message of warning to "those who go down to the sea in ships."

BOOKS FOR MOTORISTS.

We know of no more artistic and interesting series of books about the countryside, its beauty spots, historic places, and features of interest than the "Unknown" series, published at 15s., by the Bodley Head, Ltd. Two new volumes have just been added: *Unknown Essex*, both text and illustrations by Donald Maxwell; and *Unknown Cornwall*, by C. E. Vulliamy, illustrated by Charles Simpson, R.I. Both books are admirable in their respective ways. That on Essex takes one to many unexpected beauty spots,

which Mr. Maxwell agreeably describes. His admirable coloured drawings and pen and ink sketches add much interest to the text. *Unknown Cornwall* is not less welcome. It has truly been said that "no county in England has a stronger individuality than Cornwall." The author of *Unknown Cornwall* is a good guide, and his chapters "The Coastline," "Across the Moors," "St. Ives and Falmouth," and "Romance and Reality" cannot fail to lure motorists to adventurings in the far West Country. Mr. Simpson's pictures in colour are many of them mere sketches, but they convey atmosphere. His pencil drawings are charming and wonderfully well produced.



Port Gavorne, near Port Isaac, on the North Cornish Coast.

THE FUTURE OF VAUXHALL MOTORS

*A Statement on the principle and policy
of VAUXHALL MOTORS, LIMITED, by
the Joint Managing Directors*

THE amalgamation of Vauxhall Motors, Limited, with the General Motors Corporation having been confirmed on November 16, the Directors are taking this, the earliest opportunity, for a public announcement of the importance of this development to the Company, its employees, its agents, to the owners of Vauxhall cars, and to prospective owners.

Vauxhall Motors, Limited, is essentially a British firm. One of the principal ideals of those responsible for the direction of this firm has been to produce a car that is worthy to be placed in the front rank of British workmanship and design. The reputation of the car to-day fully justifies and typifies that ideal. Vauxhall Motors, Limited, will remain a 100% British Institution. The Managing Directors, Staff, and Employees are British. The workmanship and the product are British. All these will remain, and with the facilities now available the opportunity will be presented of increasing its British character by finding still more employment for British workers. Under the present British economic conditions, not only is it vital that labour which is now employed shall be kept employed continuously, but that still more work shall be found for some of the vast army of unemployed in the more skilled industries.

The facilities now available to Vauxhall Motors, Limited, provide an undoubted prospect of stable, continuous, and increased employment of British labour.

To-day there are over 2,000 happy workpeople at Luton whose work is going forward unhampered and unhindered.

The increased facilities that can now be used will enable Vauxhall Motors, Limited, to co-operate more effectively with their agents throughout the country and thereby increase their business, at the same time giving greater service to the motoring public.

As this service is gradually developed, together with the maintenance of the high quality of the Vauxhall car, so will the value offered to the motoring public be increased.

The foreign markets for the British motor car are now increasing. Vauxhall Motors, Limited, is in a position not only to develop markets already established throughout the British Empire, but also foreign markets in which it has been impossible since the war to obtain a footing. This means an enlarged factory, more employment, and more overseas business.

The amalgamation of Vauxhall Motors, Limited, and the General Motors Corporation will aid in a very practical manner in the solution of one of the most serious economic problems which is facing the nation to-day. It will provide more stable work for British labour. It will maintain in every sense its present high quality product, and increase the service of the Motor Car industry to the motoring public throughout the British Empire.

VAUXHALL MOTORS, LIMITED



Visibility Good!

A clear view means safer driving and adds to your enjoyment. Clean your side curtains with Brasso, and thus ensure clear vision.

The best results are obtained by applying Brasso freely, rubbing with a circular motion until the polish appears; finish off with a clean cloth.

BRASSO cleans celluloid

RECKITT AND SONS LTD. - - - - HULL AND LONDON.



ON THE TRACK OF TROUBLE

OUR excursion this month into the region of motoring perplexities will deal with tyre-puncture vagaries. And as an ounce of practical experience is worth a pound of theory, we will relate an unhappy series of events which actually came within the range of our own activities.

It happened that a matter of business took us from the scene of editorial labour in Henrietta Street on a couple of hundred miles journey, out and home. Before we had accomplished ten of them a perfectly new rear tyre went as flat as the proverbial pancake.

The instrument which had pricked the bubble of a tyre maker's reputation



A close inspection of the inside of the tyre cover revealed absolutely nothing which would be likely to cause the repeated punctures.

"Well, what was it?"

"Just a tiny pinprick, sir. Thought at first it might be the valve, so tested it in water."

"Have you got the pin out of the cover?"

"Searched all round the cover and couldn't find anything, sir."

We completed the outward journey, transacted our business, and made for the car to start homeward. Then, to our intense disgust, found unmistakable signs that the selfsame defaulting tyre was subsiding once more. We drew a large overdraft on the bank of patience, and blew that tyre up. Within fifty miles it was flat again. We closed the account, and put the spare on.

To what depths of infamy we should have descended had there been any



It was thought at first that the cause of the trouble was a leaky valve, and we tested it in a tumbler of water, without avail.

was a nail. Our remarks upon nails would have caused a carpenter to revert to wooden plugs.

We duly installed the spare—which, by the way, was own brother as regards age to the damaged one it supplanted—and continued the journey. Within thirty miles that spare collapsed likewise. We sought the aid of a garage, and had both tyres attended to by professional hands.

This time we managed to pile up another fifty miles on the speedometer without misadventure. Then down went another tyre. The repetition was getting monotonous. However, we once again relegated the matter to the nearest garage, whilst we buried our sorrows and a substantial lunch at an adjoining hostelry.

Thoroughly revived, and inwardly sustained to encounter any further inflictions, we made our way to the garage. Then ensued the following colloquy :

further developments of tyre trouble we shudder to think. However, none occurred; we reached home without adding to the chapter of accidents.

In due course that cover received a most searching examination, both inside and out. It seemed impossible that any lurking intruder of a puncturing nature could have escaped detection. So once again the mysterious cover was replaced to test results. They came; slowly, but surely, it sank again. Fortunately we were able to call to our aid the head of the tyre department of a large motoring organisation.

We placed the facts before him, emphasising the stringent search we



Upon extraction, the offending object was found to be a gramophone needle. On account of its length tallying almost with the tyre thickness, it had remained thoroughly concealed.

had made. He was frankly sceptical concerning this, arguing, with perfect justice, that new tyres from a reputable maker did not behave badly without due cause or reason.

Somewhat nettled, we challenged him to bring his powers to bear upon the subject and, frankly, greeted a fruitless investigation on his part with a triumphant smile. "He laughs best who laughs last, Mr. Motor Owner," or words to that effect, was his retort. "I'll bet you didn't explore the tread thoroughly. Whenever there is a puncturing agent which is invisible inside or outside the cover, it is 'odds on' that it is in the tread."

He picked up a hammer from the bench, and supporting the inside of the cover with one hand, turned it round, hammering on the exterior as he did so. He had covered a quarter of the circumference when he said "Oh!" and extracted a gramophone needle!

Need we point the moral?



Supporting the cover with one hand, and tapping the tread with a hammer, a sharp prick of the finger told our friend that the trouble was located.

A LESSON FOR ADAM

By GEORGE E. GOLDIE

Adam and I are shown over the various departments of one of Britains's largest motor manufacturing firms, and we learn something of the very intricate task of producing a modern auto-vehicle. For the benefit of others we offer below much of our interesting enlightenment

A FRIEND of mine named Adam suggested a visit to a motor manufacturing firm. I readily concurred with the suggestion, for it is really too sad to think that we know very little about the people who make our cars. In fact, it is very disconcerting to think that we know next to nothing about anything, and that the more we learn about something the greater is our realisation of the truth that we are sunk in hopeless ignorance. This consciousness, men say, is a sign of increasing wisdom. That, at all events, is a consolation; but it is not of much practical use unless it spurs us to further efforts.

So we shall run our car into the Service Department of the Armstrong Siddeley Motors, Ltd., for any slight repairs it may require and avail ourselves of the opportunity of learning as much about a motor-car firm and its system of production as is possible in a day's visit.

The Editor has instructed me to treat my subject with fitting reverence; so, knocking at the managing director's door, we make a solemn bow.

The managing director is a kind of Rector Magnificus. He represents his brothers of the board, and in their name and in the name of the shareholders directs the destinies of the business. He has great discretionary powers. The fortunes of the firm will rise or fall according to his management. The active control of the business is in his hands. He has to determine the policy of the company, and it will fall to him to make far-reaching decisions, as, for example, whether a new type of car should be placed upon the market or not. Does the public want a new type? Is it the psychological moment to launch a new car? Would the state of the public purse make it a paying proposition? And if the public does not buy the car, what of the prestige of the firm, which has a world-wide reputation to maintain? Should business be sought in this or that country? What are the economic conditions prevailing there? Would the Esquimaux take to motoring, or what sort of upholstering would a Zulu lady like in her car?

There are innumerable other points calling for the exercise of the greatest judgment. The internal administration

of the company and its financial policy, the general supervision of the various departments, the selection of managers and technical experts, the signing of large contracts, the advisability of adopting certain mechanical improvements, and a hundred and one other matters call for the exercise of qualities of a high order. It must be mentioned that when a problem presents unusual difficulties the advice of the whole board of directors is invoked.

We now take our leave and call upon the secretary. After thanking him for the warm invitation to visit the works which he extended to us, we proceed tactfully to acquaint ourselves with his duties. He, too, is a man of authority, though legally he is a servant or employee of the company—that is to say, the authority he exercises is delegated to him, and his actions are, in the eye of the law, impersonal. He acts on behalf of the board of directors as an aide-de-camp acts for his general. His work is on the administrative side and consists primarily in seeing that the business is conducted according to the provision of the law. The great majority of motor manufacturing concerns are limited liability companies, and the law governing them has been codified and condensed into the Companies Acts 1908-1917. The secretary is, in a sense, therefore, the amateur lawyer of the company. At all events, he has to be sufficiently a lawyer to know when to have recourse to the assistance of a professional lawyer. He has to attend to the constitution of the company and to all matters that involve the investments and interests of shareholders. The care of the staff, the domestic arrangements or, to express it in a more businesslike way, the interior economy of the company, will fall within his province; and as an executive officer of the board of directors he will carry out the orders of the board, and, conversely, submit matters for its directions.

The next official whom we encounter is the accountant—a very calculating person. He does what his title implies—accounts for the money. This operation requires a cool head and a quiet room. He lives in an atmosphere of pounds, shillings and pence, and the volume of his thoughts must ever be directed towards the preparation of a

correct balance-sheet. He must get everything ship-shape for the auditors and pacify them as regards the whereabouts of a missing halfpenny. His chef-d'œuvre is, of course, to prepare the accounts for submission to the shareholders at their annual meeting.

We now meet the head of the Purchasing Department. This sounds quite a delectable post. One imagines a large sum of money and unlimited powers of spending. One conjures up a vision of a daily trip to some factory to buy something fascinating for the car—a new kind of cushion or some ingenious device—more fanciful than useful. One pictures this official as broadcasting orders to his friends right and left in a promiscuous fashion and counting his money at the end of the day—all with the sanction and concurrence of the firm. The truth is that the purchasing department has to purchase as little as possible. There are, however, some things, which a motor manufacturing firm has to procure. There are proprietary articles which it would be an infringement of the law for it to manufacture, such as a British Thomson-Houston magneto, and which, consequently, must be purchased. There are patent instruments that it is obviously well to add to the equipment of the car. There is a vast quantity of machinery and plant to buy and raw material to be obtained. This is no easy task, and is one which requires discrimination and an intimate knowledge of the various markets. It is not difficult to foresee the consequences of buying a large quantity of defective metal, or the loss that might ensue from paying an excessive price.

We should pay a short visit to the Publicity Department. No branch of modern industry has undergone such a change as advertising. For example, in the case of the Armstrong Siddeley Company a Bachelor of Arts is employed to direct the publicity campaign. His classical learning may not be of much direct advantage to him in his work—there is nothing in Horace or Virgil which can be construed as a prophetic reference to a car—but it gives him a quality of mind that can appreciate the beautiful and express it appropriately. The day of the crude and bald assertion and of the ugly poster has gone, and has made way for that of the well-worded

ROLLS-ROYCE

THE BEST CAR IN THE WORLD

AN EXPERT OPINION OF THE 40/50 H.P. NEW PHANTOM

'IN addition to being the very epitome of silent and luxurious travel, the new Rolls-Royce model is just such a car as a sporting owner will enjoy driving, for the sense of security and control at all speeds under every condition is absolute.'

The Motoring Editor of the FIELD on 20/8/25

ROLLS-ROYCE LTD.

14/15 CONDUIT STREET, LONDON, W.1.

Telegrams: Rolhead, Piccy, London

Telephone: Mayfair 6040 (4 Lines)

C.P. 2610



The factor governing the power of your car

A CAR is only able to develop the maximum horse power by the use of a fuel capable of exerting the necessary energy.

An engine rated at 12 h.p. is not confined by any mechanical limitations to this power but may be capable of developing 40 h.p. if the propellant force is adequate to develop the necessary engine revolutions. National Benzole Mixture develops

greater power than any known motor fuel and entirely eliminates 'pinking.' 'Pinking' is a defect which is a decided deterrent to engine speed. National Benzole Mixture substantially increases m.p.g. and the capacity for hill climbing. It produces silky running and ensures a clean engine. The fuel is the factor that governs the power of your car and the fuel that gives the greatest power is

National Benzole Mixture

"The world's best motor spirit"

NATIONAL BENZOLE CO. LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, LONDON, S.W.1

description and the artistic design. Now, instead of the blank statement which any unimaginative man could make, and which nobody believed, we have publicity work that studies the taste and temper of the people, and tells them courteously the merits of the commodity in question.

We referred to the publicity campaign, as if the manager of the department were ceaselessly engaged in a breathless fight to prove the superiority of his goods, or as if he were perpetually racing up and down the country arguing with the public that his car was the best. The fact is that he sits calmly, as we see, in a sort of academico-commercial sanctum sanctorum. He has a peaceful expression on his face which seems to say "Good wine needs no bush," and quietly reading *THE MOTOR OWNER* he knows that his car is an advertisement in itself.

We now call at the Sales Department. This is where the real business is done. Adam, of course, wants to buy a new car. This is not surprising, as the sales manager is very charming. It must be great fun, he thinks, working in this department, selling one car after the other all day long. The post of sales manager requires a man of many parts, who must in the first place be an expert, and know in its minutest detail the article he is selling. He must be as

well prepared to explain the mechanism of the differential gear to an obtuse farmer as to tell a mathematical master what relationship the gear ratios bear to speed. A professor of physics might descend upon him at a moment's notice and inquire what the formula was for computing horse-power. A metallurgist wishing to buy a car would naturally want to know to what tests the metal in the car was subjected. He must be a diplomatist, and must be able to convince the notorious old lady that the day of the carriage has really gone and that she will have to reconcile herself to having a car after all. Every type is represented in the prospective customer, and each one must be dealt with with supreme tact and discretion. The sale of a 30 h.p. limousine car may depend on the sale manager's ability to say the graceful word or leave a word unsaid in the presence of an irascible customer.

Then there is what is known as the Drawing Office, where all the busy draughtsmen are engaged upon the

somewhat difficult task of trying to improve an Armstrong Siddeley car. This office is presided over by a highly trained engineer, whose duty it is to direct the work of designing new machines and of incorporating improvements in the old ones. It is here that the highly scientific theory of motor-car manufacture is thought out.

Adam must be forgiven if he was quite unaware that such an office existed, or if he thought, as many people no doubt do, that the manufacture of a car merely meant taking a large quantity of iron, steel or aluminium, or whatever the metals may be, and chiselling them roughly into the desired shapes and joining them together. It comes almost as a surprise to find that every bolt or pin has been minutely drawn and measured, and that every component part of a car has been calculated to a thousandth of an inch.

This office has also to examine the theory of new inventions or patents which are offered from time to time, and advise the managing director as to the wisdom of adopting them. The inventive faculty finds an outlet in many curious ways, and if every suggestion which has been made had been embodied in a car, it is difficult to imagine what form a car would now have and in what direction it would precisely move.

Cars are perhaps nearing the end of their evolu-

Our upper picture illustrates to a nicely the activities of the Drawing Room: draughtsmen in their ever artistic efforts to improve the Armstrong Siddeley car. Below, in the very efficiently equipped



laboratories, you see the Bunsen burner, retorts, testing tubes, chemicals, etc., each awaking pleasant memories of the many wonderful things witnessed in the chemistry classes of our school days.



Cold Weather

is robbed of
its terrors if you use

WAKEFIELD
Castrol
MOTOR OIL

Experience has proved that this famous lubricant, while providing a thick and viscous friction-reducing oil film at the high temperatures which prevail under working conditions, remains fluid and free-flowing at very low temperatures. Thus, by the use of Wakefield CASTROL, an easy start is assured on the coldest morning.

If you are not already an enthusiastic user of Wakefield CASTROL, see at any Garage the Wakefield Recommendation Chart, which shows the correct CASTROL grade for Winter (and Summer) use for engine, chassis, and gears of every vehicle on the market — **AND TRY CASTROL NOW!**

C. C. WAKEFIELD & CO., LTD.
All-British Firm. Specialists in Motor Lubrication,
Wakefield House, Cheapside, London, E.C.2



LOOK before you—accelerate! Look to your tyres. See that they show the famous British Goodrich Non-Skid Tread and you are safe, whatever the road surface and at all speeds.

The British skill that has built the tyres with the "Railroad Grip" has solved for you the skidding problem. Don't let another day go by without turning Goodrich experience to your own benefit. Fit British Goodrich Non-Skids to your car.

BRITISH GOODRICH
NEW NON-SKID TYRE

Manufactured by

BRITISH GOODRICH RUBBER CO., LTD.
Head Office: 50, PALL MALL, LONDON, S.W.1.

Branches: LONDON, LEEDS and LIVERPOOL.

Factory: LEYLAND, LANCASHIRE.



SUPREMACY in MOTOR INSURANCE

A COMPARISON of our rates with those of the Tariff Companies for identical cover sustains our claim to supremacy in Private Motor Car Insurance.

The low cost of the C.I.S. Policy does not detract in any way from its value as a measure of protection.

PROMPT AND EQUITABLE SETTLEMENT OF CLAIMS
NO-CLAIM BONUS OF 10%

GOOD SERVICE
SOUND SECURITY

Note these comparisons—

Comparative Premiums charged by the C.I.S. and the Tariff Companies for the usual Comprehensive Cover in respect of Private Cars.

Treasury Rating not exceeding	Value Including Accessories not exceeding	C.I.S. Premiums.	Tariff Companies
11.9 h.p. (*seating not more than 4 including Driver)	£250	*£8 0 0	£12 15 0
11.9 h.p. (*seating more than 4 persons)	£250	*£9 17 3	£12 15 0
13.9 h.p.	£400	£11 5 0	£15 17 6
20 h.p.	£400	£13 7 6	£17 7 6
30 h.p.	£500	£16 11 3	£20 8 0

N.B.—Irish risks are rated specially and are subject to certain restrictions.

May we send you a specimen Policy and Prospectus to enable you to compare our rates, conditions, and other vital points with those of your existing Policy?

**CO-OPERATIVE
INSURANCE SOCIETY LIMITED.**

Established 1867

Chief Office: 111, Corporation Street,
MANCHESTER.

Branch & District Offices in all the Principal Towns.



The Sign of Security

ASSETS EXCEED
£3,750,000

tion. Parts become more and more standardised, and the day will come when it will no longer be possible to effect any improvements in the car. That will be a happy day for the draughtsman, when he can lay down his instruments and rest on his laurels or, like the publicity manager, read *THE MOTOR OWNER* while the cars calmly proceed to make themselves.

Another unsuspected institution is the Laboratory. But here it is, with its Bunsen burners, retorts and chemicals, awakening pleasant recollections of school days. A metallurgist and a chemist co-operate in testing the various materials which go to the composition of a car. Metal which comes into the works in a raw state is subjected to a rigid test to ensure that it corresponds exactly with the foundry's description. And if, in the course of manufacture, any defects reveal themselves in a bar of steel, the bar is hastened into the hospital and subjected to a most terrible operation. The operation is to determine the tensile strength of the steel, and consists in placing the bar into a machine of colossal power. The machine grips the bar at each end and draws them apart until it yields at its weakest point. It is quite a heart-rending operation to watch. Will the bar hold out at the point the makers claim it will, and vindicate their reputation? Will it by chance defeat the efforts of the machine and refuse to be wrenched mercilessly in two? Or will it fail miserably and with but little resistance?

Steel is the basis of modern engineering, and on the quality of the metal

depends the success of the car. Defective metal, if it does not cause instant death, involves constant repairs and a short life for the engine. Hence the necessity of a well-equipped laboratory.

We are now introduced to the works manager, and are, Adam and I, we must confess, somewhat overawed by the aspect of his cold efficiency. If we may respectfully say so, his eyes are blue and penetrating, and he has a metallic voice that cuts relentlessly into the hearts of us lesser mortals, or seems to percolate at times, word by word, into our souls. The man for the job, obviously—to put it popularly. In his company we wander through the maze of machinery. We have now reached the point where the actual making of the cars begins. We shall describe the various processes of manufacture in a subsequent article. For the present we must be content with observing the wonderful sight of hundreds of machines turning out crankshafts, crankcases, piston-rods, cylinders and the various parts of the car. Some of the parts go through as many as thirty operations before they are ready for use. Precision is the password. Not a screw can advance a step in its evolution until it has been turned to the required fraction of an inch. The Foundry, too, is a fascinating place. It is here that metals are treated. By heating them and immersing them in oil their constituent particles are rendered homogeneous and are knit together, so that they are better able to withstand the shocks and strains of the road.

After quickly passing through the

engine testing shops, the erecting shop, the tool-making shop, the stores, and walking through the great body-building works, all of which departments we shall examine more closely in due course, we reach the recreation rooms of the firm and enjoy a well-earned tea.

Adam's surprise may be readily understood when, after tea, the social secretary proceeded to show us the recreation rooms which the firm places at the disposal of its workers. It certainly changed his preconceived ideas of trade and industry to see jolly typists dancing to the music of the firm's jazz band, after the day's work is done; to see a well-equipped gymnasium, billiard rooms, and the evidence of tennis, fishing, bowling, photographic and other clubs. Surely this is not typical of grimy industry in a Midland town, where tongues of flame, as he thought, leapt angrily to heaven and demanded the workers' blood, where the ceaseless clang of iron and the rumbling of machinery drove from the human heart all its hope and elasticity.

He was sadly mistaken. If a car has dignity and grace, and if every part shows signs of a skilful hand and a finished touch, it is surely because the great motor manufacturing firms of the country realise that that touch cannot be imparted unless the hand be healthy and strong, and that the personal welfare of the workers is the first essential in the work of producing a car for the ultimate comfort and satisfaction of its customers.

Our car was all ready for us, and we drove away after a most instructive day.



In this incident, which actually happened, it is stated by the witness that the coster easily carried off the World Championship for Adjectival Verbosity.

"Eural"

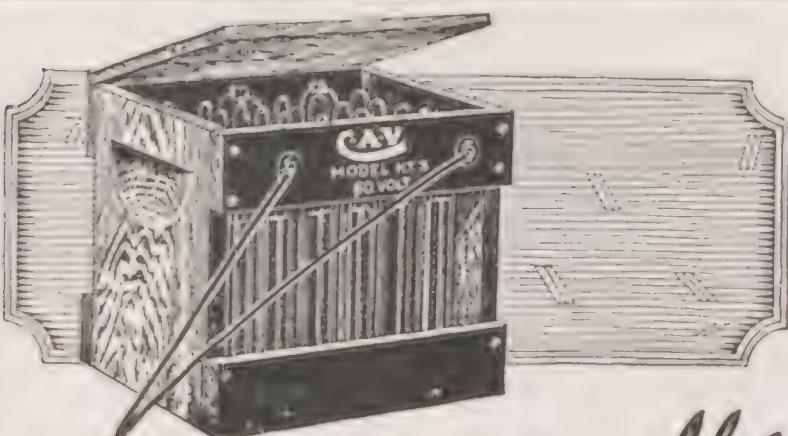
TRAFFIC INDICATOR
AND HORN OPERATOR



The red arrows of the Indicator are operated by depressing the two small sections of the ring which are coloured green and red. Pressure on the remaining part sounds the horn.

Price complete £3:13:6

EURAL PATENTS, LTD.
QUEENSBERRY MEWS EAST, HARRINGTON ROAD,
LONDON, S.W.7



Car
Equipment
Manufacturers
by
Appointment
to
H.M. The
King.

End your H.T. troubles
and Save Money—
C.A.V.

H.T.3. ACCUMULATOR

C.A.V. H.T.3 costs slightly more than dry batteries, but since it can be recharged, combined with better wireless reception, it is an investment of the highest class. Eliminates crackling, increases volume, gives dependable and consistent results throughout its life.

Rechargeable at every C.A.V. Service Station at a cost not exceeding 2/6, which represents YOUR H.T. SUPPLY FOR 12 MONTHS FOR 10/-, or less than the cost of one dry battery.

List No. 537 in Oakcase
with carrying handle.
60 volt, 1½
amps. Fully
charged **60/-**

Write for a copy of our complete
Radio Catalogue.

C.A.Vandervell & Co, Ltd.
WARPLE WAY ACTON LONDON W.3

Unsuitable acid forms solid impurities on the battery-plates, thus clogging the cell's action. The prime material of BAA is natural Brimstone—the only other, distilled water. And never ceasing routine tests **maintain** this basic purity.

MEDAL AWARDED ST. LOUIS 1904

BAA.
REG.

ALL - BRIMSTONE ACCUMULATOR ACID

the purest and best the world produces

and
*keep
the
battery
lively*



F. W. BERK & CO. LTD.
Makers of Acids since 1870
LONDON. E.C.3

T.A.S. ba.80

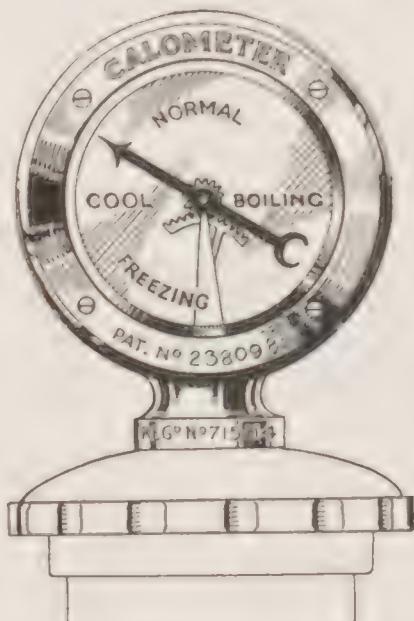
ANZORA
Masters the Hair!

ANZORA CREAM, for greasy scalps. ANZORA VIOLA, for dry scalps. Sold in 1/6 and 2/6 (double quantity) bottles by Hairdressers, Chemists, Stores, etc.

ANZORA LEATHERETTE CASE, 6d. each, or with 1/6 bottle, 2/- each. Ideal for trav. bag. If unable to obtain locally write to
ANZORA PERFUMERY CO.,
Ltd.,
Willesden Lane, London, N.W.6



SOME NEW AND USEFUL ACCESSORIES



The "Calometer," an efficient temperature indicator, registers from freezing to boiling points, and therefore gives ample and immediate warning of any engine irregularities. The great advantage of this useful accessory is that, as both sides have a bevelled glass front, the meter can be read as easily after dark as during the day. The illuminated road can be seen through the glasses and, consequently, the arrow head and dial readings are in silhouette. The price is 25s. ; while the sole London distributors are Messrs. Pass and Joyce, Ltd., 373, Euston Road, London, N.W.1.



Protect your spare wheel from atmospheric action and damage. Here is a light wire-wheel cover, one of a series made by Messrs. J. B. Brooks and Co., Ltd., the price of which ranges from 52s. to 56s.

The "Auto-Vac" vacuum cleaner, which effectively removes dust from the upholstery and floor covering of a car. It is operated by the suction of the induction pipe. Light in weight

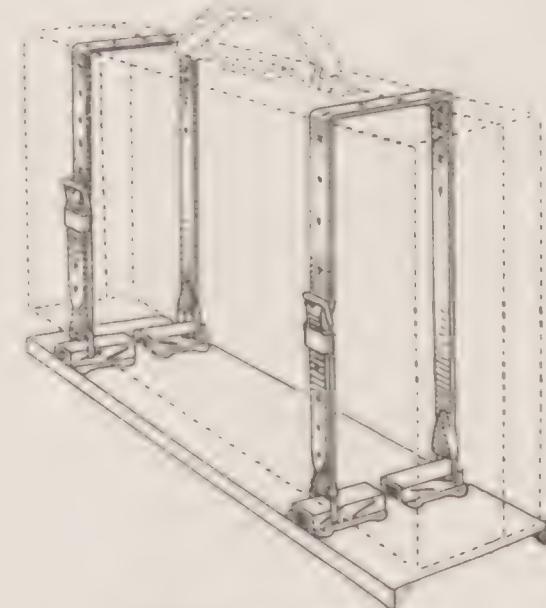
Designed specifically to ease and simplify the difficulties of the owner-driver

SOME accessories are worth their weight in gold, and these invariably are designed by people who are familiar with the motorist's needs, his problems, and his foremost comforts.

Five such worthy accessories are described and illustrated on this page—the "Calometer," a temperature indicator, which has doubled its normal measure of usefulness by continuing its valuable service at night; secondly, there is the "Metreta" level gauge, which gives the exact depth of the contents of the fuel tank, or any liquid container, however inaccessible. Thirdly, we illustrate a useful spare-wheel and tyre cover—and all motorists are familiar with the damaging and detrimental effect generally which rain, excessive sunshine, etc., has on unprotected tyres. Next, there is a handy luggage carrier which can be adjusted to suit any size or shape of luggage, even to a cabin or trunk; and lastly, we depict a handy vacuum cleaner, with the aid of which the body-work, upholstery, and floor coverings can quickly be freed from dust and filth. Its size, moreover, permits the cleansing of all inaccessible spots, such as corners and folds in the leather or cloth upholstery. Such useful accessories as these are worth considering, and certainly are worth their cost.



The "Metreta," a cleverly designed level gauge for measuring the depths of liquids in remote or inaccessible containers. By turning the handle the user gets, automatically, a steady reading of the depths in inches, or the contents in gallons. The readings are exact and are unaffected by the length of the pipe or by vibration. Supplied by Messrs. Rotherham and Sons, Ltd., of Coventry, at 42s. (one way), 45s. (two way).



The "Wesco" luggage carrier, which can be fitted to running board or dickey, holds any size or shape of luggage. Its capacity is limited only by the space available. Manufactured by Wilcot (Parent) Co., Ltd., of Bristol, the price is 15s.



and easy to handle, it is made in two qualities, and can be obtained from Messrs. Bramco (1920), Ltd., at 42s. and 25s. Our sketch shows the powerful suction enough to support its weight

WHAT THEY MISSED AT WEMBLEY



Forty against Four.

MOTORING NEWS OF THE MONTH

London Car Parks.

The Automobile Association has prepared a special map showing the locations of authorised parking places for cars in London. Information is also given concerning the hours during which such parking places may be used, numbers of cars, and the maximum period permitted for parking.

A copy of the map will be sent, free, to A.A. members, upon application to the Automobile Association, Fanum House, New Coventry Street, London, W.1, or any of the A.A. Area Offices.

A Useful Car Heater.

All experienced motorists appreciate the use of an efficient heater in the winter months. A useful accessory provided at a very reasonable cost is the "Whitwam" heater, which supplies pure warm air throughout the car, thus ensuring maximum comfort. The price is 35s.

Another useful little accessory made by the same firm is the "Gearguide," which is a light aluminium gate made to screw on the top of the gear box of cars which have not a visible gate. As this "Gearguide" costs only a few shillings, according to the make of car, it will no doubt commend itself to many motor owners. Details of both these little accessories may be obtained from L. Whitwam and Co., 31, Gerrard Street, London, W.1, or 25, St. Anne Street, Leeds.

Test Hill Record.

On Monday, October 12th, Mr. J. A. Joyce, driving a four-cylinder 12 h.p. A.C. car broke the Brooklands Hill Climbing record. His time was 7'748 seconds, the speed being 30.998 m.p.h. Truly a remarkable performance considering that the record for this hill is open to cars of any size, but the 12 h.p. A.C. racer has beaten the world's cars on this test.

Some New Records.

On October 23rd Capt. Waite on an Austin "Seven" broke the standing start world's records for the 50 kilo and the 50 mile, Class H., at Brooklands, as follows:—

1.—50 kilos, 22 min. 20.28 secs. ; 83.45 m.p.h. ; 134.3 k.p.h.

2.—50 miles, 35 min. 49.38 secs. ; 83.74 m.p.h. ; 134.763 k.p.h.

Something for Nothing.

It is only on rare occasions that the ideal achievement of being able to obtain "something for nothing" proves to be a practicable realisation in regard to anything worth while in the obtaining!

A genuine exception to the general rule must be made in favour of "In the Land of the Shah," which is a really artistic reproduction of a very fine



The Dewar Trophy, which is awarded annually for the most meritorious performance in a Royal Automobile Club certified trial. See "Proved Ability," below.

series of drawings dealing with the B.P. Petrol activities in that country of delectable legend. The pictures are real works of art, and the little news story which goes with them is commendably lucid and equally interesting.

We think that if you address a post-



PROVED ABILITY.

It will be remembered that the trial of a 14/45 h.p. Rover car took place on Bwlch-y-Groes on September 22nd, 1925, and consisted of making 50 consecutive climbs of the Pass, which is 1.6 miles in length and has a maximum gradient of 1 in 4.98. The trial occupied over 12 hours of practically continuous running, 160 miles being covered in all. At the conclusion of the trial, barely half a pint of water was needed to restore the contents of the radiator to their original level.

This trial proved conclusively the ability of the 14/45 h.p. Rover car to maintain a high power output indefinitely under the severest possible conditions. The descents of the Pass also constituted a searching test of the four-wheel braking system fitted to this car. The test is unique in that it has never before been successfully accomplished, and for this excellent performance the 14/45 Rover gained the R.A.C. Dewar Trophy.

card to the British Petroleum Co., Ltd., Britannic House, Moorgate, London, E.C.2, giving your name and address and requesting a copy of this really picturesque record, you will feel more than gratified when you receive it.

"A Great Motor Record."

"On the Miramas Autodrome track, a 2-litre Ansaldi car has beaten every world record for periods of over 24 hours.

"Miramas, 6th September, 1925.—At four o'clock this afternoon, at Miramas Autodrome, ended the sensational attempt at the world's record for six days' motor car trial, made by Messrs. Launay (manager of the French branch of the Ansaldi Automobile Works), Buccetti, Gaignard, De Fontaine and Bruno Calise as drivers, and the mechanic Morri, whose help was most valuable.

"The Ansaldi car, which was running with remarkable regularity, first of all improved the world's record for 48 hours' consecutive running, and then established new records for everything over 4,000 kilometres.

"The 10,000 kilometres were covered in 138 hrs. 35 mins. 12 secs., and in 144 hours, that is to say, after six days' running, the car had covered 10,434 kilometres 470 metres, thus establishing a record in the annals of motoring.

"The average speed, taking into account the necessary stops for filling up and changing drivers, was 72.461 km. per hour, over 45 m.p.h.

"When the attempt was finished, M. Rousset, president of the Automobile Club of Marseilles, and M. le Chevalier Buccetti made a trip twice round the Miramas track, from a standing start, and achieved the excellent average speed of 95.744 km. per hour."

Driving Instructions.

The Daimler Company has always given careful attention to the preparation of its instruction manuals, and they have just produced a new edition which relates to the New Daimler 16/55.

One of the chief difficulties in connection with an instruction book is to make it easy for reference at the same time that it is complete. Every point of importance in the present book is illustrated and has its own explanatory text adjoining.

A special feature of the book is the thoroughness with which the electrical equipment has been covered, while another feature of interest is the Daimler car maintenance chart, in which a schedule is adopted which tells the owner what to do on any day that he has any time to spare.



INDEX TO ADVERTISERS



If you wish in this world to advance,
Your merits you're bound to enhance;
You must stir it and stump it,
And blow your own trumpet,
Or, trust me, you haven't a chance.

—W. S. Gilbert.

Page	Page	
Alfa Romeo British Sales, Limited	McNish, R. & Co., Ltd.	
Anglo-American Oil Co., Limited	Maxwell Chrysler Motors, Limited	
Auzora Perfumery Co., Limited	Minerva Motors, Limited	
Austin Motor Co., Limited	Monarch Motor Co., The	
Automobile Association	Motor Owner Mascot	
Battam & Heywood	National Benzole Co., Limited	
Benjamin Electric, Limited	Norfolk & Prior, Limited	
Berk, F. W., & Co., Limited	North Western Motors, Ltd.	
British Goodrich Rubber Co., Limited	Peninsular & Oriental Steam Navigation Co., Ltd., The	
British Mercédès, Limited	Price's Patent Candle Co., Limited	
British Petroleum Co., Limited	Reckitt & Sons, Ltd.	
Carreras, Ltd.	Redline Motor Spirit Co., The, Ltd.	
Chloride Electrical Storage Co., Limited	Robinhood Engineering Works, Limited	
Clyno Engineering Co. (1922), Limited	Rolls-Royce, Limited	
Co-operative Insurance Society, Limited	Rotax (Motor Accessories), Limited	
Daimler Co., Limited	Rover Co., Limited	
De la Rue, Thos. & Co., Limited	Royal Mail Steam Packet	
Delaunay Belleville Motors, Limited	Sankey, J., & Sons, Limited	
Dunlop Rubber Co., Limited	Shell Mex, Limited	
Durant Motors, Limited	Sun Engraving Co., Ltd.	
Englebert Tyres, Limited	Sunbeam Motor Car Co., Limited	
Eural Patents, Ltd.	Swift of Coventry, Limited	
Ferodo, Limited	Union-Castle Line	
General Motors, Limited	Vacuum Oil Co., Limited	
Hampton & Sons	Vandervell, C. A. & Co., Ltd.	
Harper, A., Sons & Bean, Limited	Vauxhall Motors, Ltd.	
Hudson & Essex Motors, Ltd.	Vulcan Motor & Engineering Co., Limited	
Humber, Limited	Wakefield, C. C., & Co., Limited	
Leyland Motors, Limited	Wolseley Motors, Limited	
Inside Back Cover		Inside Front Cover
Back Cover		vii
xxvii		xiii
xvi		xiii
xxvi		xxvii
xxv		xviii & xxiii
xx		Front Cover
xix		xxvi
xiii		
iv		
xii		
viii		
xxi		
i		
xvi		
xxii		

BECOME A SUBSCRIBER AND BE SURE OF YOUR COPY

DON'T BE DISAPPOINTED

THE only sure way to avoid disappointment for the regular reader who looks forward to each succeeding issue is to order his "Motor-Owner" in advance, and in order to simplify the

process as much as possible, two subscription forms are printed below. They are self-explanatory as to their use. Don't be told, " 'Motor-Owner'? Sold out, sir!" Fill either, right now.

Hand this Form to your Newsagent.

Name and Address of Newsagent—

.....
.....

Please order and deliver to me monthly until countermanded, one copy of "The Motor-Owner."

Name

Address

.....
.....

Date.....

Send this Form to "The Motor-Owner."

To the Publisher, "The Motor-Owner,"
10, Henrietta St., Covent Garden, W.C.2.

Enclosed please find remittance value $15/-$ being twelve months' Subscription to "The Motor-Owner" post free, beginning issue.....

Name

Address

.....
.....

Date.....

RATES OF SUBSCRIPTION.
Gt. Britain and Canada, 15/- per annum, post free.
Abroad, 20/- per annum, post free.

THERE IS NO TIME LIKE THE PRESENT

BROADCASTING BUSINESS BREVITIES

Price Reductions.

The Austin Motor Company, Ltd., announce price reductions as below, consequent upon considerably enlarged production of the 20 h.p. models. It has been decided to pass to the public the benefit of the economies which have resulted from the larger output. Tourer, £475; Open road, £495; Marlborough, £595; Carlton, £595; Ascot, £620, and the Mayfair, £715.

Improved Coachwork.

It will interest readers to learn that Clyno Engineering Co. (1922), Ltd., has considerably improved the coachwork of their entirely new 13 h.p. four-seater model.

The sides of the body are higher. There is more room for rear passengers, and there is more leg room, both at the front and the back.

In addition, this already popular car is even better finished than it was originally.

A Good Performance.

For the first time a speed of over 120 miles per hour has been accomplished by a light car, when Mr. E. A. D. Eldridge, driving his 1,500 c.c. Anzani-engined Eldridge Special beat the 5 miles and 5 kilos and 10 miles and 10 kilos class records at Montlhery on November 1st. During the trials, Mr. Eldridge used Wakefield Castrol, the lubricant that has served him so well during the many light car records he has established this year.

A Leader of Service.

In connection with the trial of the Diana "Light Straight Eight," which appears on pages 14 and 15 of this issue, it is interesting to review the activities of Messrs. Smith and Hunter, of 90, Great Portland Street, London, W.1, who are the London and South of England concessionaires for this most meritorious auto-vehicle. This firm ranks with the leaders of motor sales and service organisations throughout the country. It is an old-established concern, the partners in the business having been closely connected with the motor trade for nearly a quarter of a century. There is always a large and varied stock of cars, new and second-hand, on the premises; extended terms can be arranged to suit individuals; there is a thoroughly skilled staff ready to assist clients; while among the agencies held by Messrs. Smith and Hunter are the Diana, Moon, Clyno, Standard, Austin, and Lagonda cars.

Change of Address.

The head office of Midgley Car Lighting Co., Ltd., makers of the M.C.L. car lighting and starting equipment, has recently been removed to 17-19, Cockspur Street, London, S.W.1.

A Road Renamed.

The road formerly known as "Garfield Road," Coventry, in which the Meteor Works of the Rover Company are situated, is in future to be known as "Rover Road," so that their full postal address is now, The Rover Co., Ltd., Meteor Works, Rover Road, Coventry.

Proved Popularity.

Judging by the attention which the Bean "Twelve" (12 h.p.) Saloon at £375 is receiving, there is a great demand for an inexpensive though dignified car of this type. The Bean "Twelve" saloon is a new car in the sense that the body is of entirely new design, but it is built upon the Standard Bean "Twelve" chassis, which is well known for stability and stamina, and is entirely suitable for a saloon body. Four doors permit of easy access to all seats, ample window space affords a maximum of light, and added dignity to the appearance of the whole.

Well-sprung adjustable bucket seats, and handily grouped controls make it a particularly delightful car to drive. Complete equipment is provided, and Perrot-Servo front wheel brakes are included.

Expert Opinions.

"Press Opinions of the 21 h.p. six-cylinder Lanchester Car" is the title of an attractive brochure just published by the Lanchester Motor Co., Ltd., in which there are a score or more of descriptive and interesting road trials, each profusely illustrated, of this superb vehicle, as experienced by leading representatives of the automobile and daily



Our picture is of the Marquis de Dion, whose connection with the Motor Industry extends back to its earliest days. Even at the time when steam traction was in its infancy, the Marquis was then actively engaged with Georges Bouton in experimental work. In 1883 he originated the famous firm which now bears his name, Messrs. De Dion Bouton, Ltd., and he is seen above on their stand at the recent Olympia Motor Exhibition.

press. Readers seeking expert and unbiased opinions of the 21 h.p. six-cylinder Lanchester could do no better than apply for this thoroughly informing publication. The address of the company is Armourer Mills, Birmingham.

Lighting Installations.

A new catalogue, No. 800, just published by the Benjamin Electric, Ltd., of Brantwood Works, Tariff Road, Tottenham, London, N.17, covers a very complete range of industrial and commercial lighting equipment, and includes in addition a quantity of useful illuminating and general data.

There is a Benjamin reflector for every class of industrial or commercial installation, and in this publication the selection of the correct Benjamin reflector for each installation has been simplified. There are useful tables which give in addition to the recommended intensity for different industries, the type of Benjamin fitting suitable, and an alternative recommendation. A coloured inset provides a complete schedule of every different type and size of Benjamin fitting with essential details of catalogue number, diameter, lamp wattage, and price.

The Benjamin Electric, Ltd., offer free the fullest possible assistance and technical advice on proposed lighting installations, without entailing any obligation.

Short Service Officers.

The Air Ministry announces:

The Royal Air Force is prepared to accept, during the next few months, a number of officers for flying duties under the short service commission scheme, and applications are accordingly invited from suitable candidates.

Applicants should be between the ages of 18 and 25, well educated, of sound physique and possessed of good eyesight. Those judged from their applications to be suitable will be interviewed at the Air Ministry by a Selection Committee and if selected and passed by the medical board will be gazetted as pilot officers on probation. Provided they qualify for promotion, officers become eligible for the rank of Flying Officer after not less than eighteen months' service.

Short service commissions are granted for five years' service on the active list, followed by a period of four years' service in the Reserve.

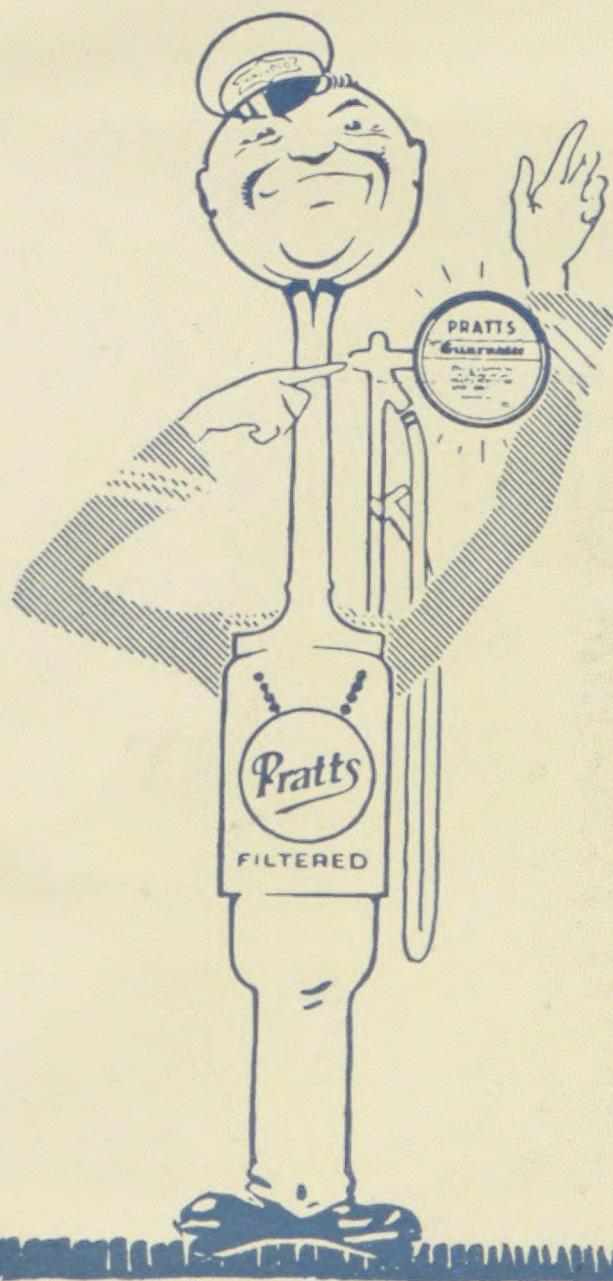
The present yearly rates of pay and allowances for unmarried officers amount to about £420 for Pilot Officers, £490 for Flying Officers under two years' service, and £540 for Flying Officers over two years' service. On transfer to the Reserve on completion of their period of five years' active list service officers receive a gratuity of £375.

Requests for forms of application and copies of the detailed regulations should be made in writing to the Secretary, Air Ministry, Adastral House, Kingsway, London, W.C.2.

PRATTS

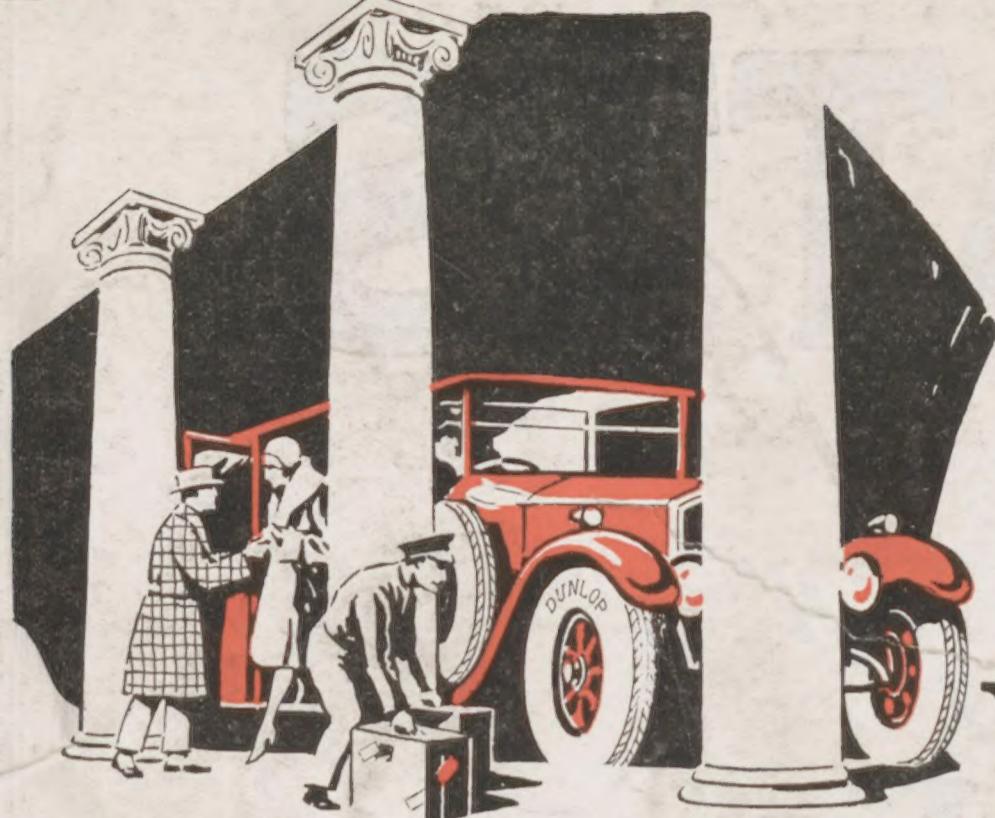
for

Easy Starting on Chilly Mornings



*It's the
Volatility
that does it!*

D U N L O P



Wherever you travel you can get the tyre by which all other tyres are judged. Remember DUNLOP is more than a name — it's a reputation — It stands for perfection in Tyre manufacture.

We stand behind every tyre we sell and state, without any qualification, that you can — *fit Dunlop and be satisfied*

DUNLOP RUBBER COMPANY
LTD., BIRMINGHAM
Branches throughout the World



Be sure it says *Made in England*'
on your tyres



C.F.H. 1.